

SIX

FREE WHEELING 9TH ADVANTAGE.

The driver can, at any time and at any speed, change into the conventional intermediate position, to use the engine as a brake on mountain grades.

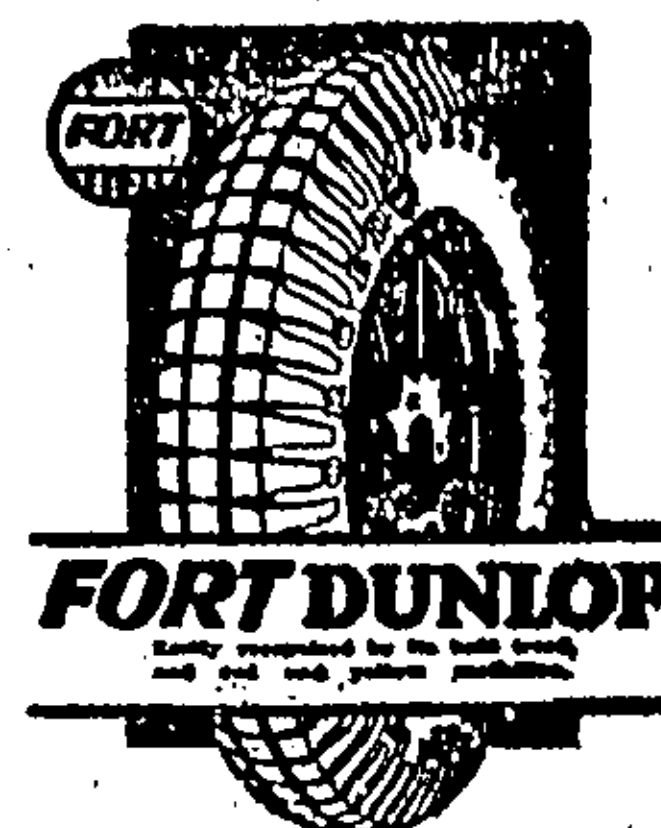
HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1846

FOR THE NEWSPAPER ENTERPRISE LTD.

Library, Supreme Court



No. 27,749

HONG KONG, THURSDAY, MARCH 19, 1931.

PRICE \$3.00 Per Month.

NOT TO JOIN NAVAL AGREEMENT.

Latest Decision of the United States.
DANGERS OF REDUCTION.

London, Yesterday.
A warning against going too far in the direction of reducing the size of capital ships was given by Mr. A. V. Alexander, the First Sea Lord, in the House of Commons, at the report stage of the Navy Estimates, which were finally agreed to. He pointed out that a ship was needed which had a reasonable chance of resisting air and underwater attacks, while he firmly believed that the capital ship in the past had been allowed to become much too large and expensive.

There must be a very careful and technical examination of the problem before they set about reducing it too far.

No Agreement.
Sir Charles Cayzer asked whether the written assurance to be given to France and Italy by Britain in connection with the naval agreement that Britain favours a reduction of capital ship guns to a maximum of twelve inches and a substantial reduction in the maximum displacement of 35,000 tons, would be also given by the United States and Japan.

Mr. Alexander replied that the British assurance did not depend on a similar American and Japanese assurance.

Sir Charles Cayzer asked would this written assurance bind Britain if Japan and America did not agree to the reductions?

Mr. Alexander referred Sir Charles Cayzer to his statement of last week and added that we had already indicated our views on the question of the size of ships, but no agreement had been reached.—*Reuter.*

U.S. Not to Participate.

Washington, Yesterday.
As a result of a long transatlantic telephone conversation with Ambassador Davies and Senator Dwight Morrow in London, the Secretary of State, declared that it now appears unnecessary that the United States should participate in the drafting of the British, French, and Italian naval agreement.—*Reuter's American Service.*

INCREDIBLE SCENE IN PARLIAMENT.

Nazis Severely Beaten by Communists.

POLICE RESTORE ORDER.

Hamburg, Yesterday.
A savage revenge for the murder of Henning was taken by Communist members in the Hamburg Parliament this afternoon. As soon as the House opened Communists rushed on the Nazis and beat them so severely that several were badly injured before the Police, who were summoned, were able to restore order with their batons.

Seven Communists were suspended for one month.—*Reuter.*

FIRE AND RIOTING IN U.S. PRISON.

Due to Arrival of the "Boy Murderer."

DIABOLICAL CRIME.

Joliet, Illinois, Yesterday.
Fire and rioting raged in New Stateville prison, one of the finest penal institutions in the world, following the arrival of the notorious boy murderer, Nathan Leopold, and nineteen other prisoners from the old prison in consequence of rioting there.

The walls of the penitentiary swarmed with armed guards, bombarding the rebels with tear gas and rifles. Four convicts were injured by rifle fire. The laundry, the dining hall, the furniture factory, and other reformatory departments were gutted. The damage is estimated at \$300,000.

The origin of the trouble was due to Leopold, a University student and the member of a wealthy family, who was convicted several years ago, with a co-student, Loeb, for the diabolical "scientific" murder of a school boy named Franks. There was no motive, except to accomplish a "perfect murder."—*Reuter's American Service.*

MR. REMEDIOS AND HIS NOTES.

Extraordinary Position Disclosed.
WHO ACTUALLY SIGNED?

When the trial of Fauja Singh on charges of perjury was resumed at the Assizes this morning, Mr. Remedios was recalled by the Chief Justice, and subjected to a lengthy interrogation as to notes he had signed at various times.

Subsequently Mr. Jenkin re-examined, and after considerable questioning, witness admitted that he had given a note to a money-lender named Bachan Singh after Mr. Jarvis had made a settlement of all debts on his behalf. Witness could not recognise four notes to the same man as having been shown to him at the time of settlement, although he was of opinion that they had been paid.

As regards his notes to Fauja Singh, witness saw the third and last one written. It was written by Mr. Costa, except that witness inserted the words and figures "\$1,000 only" in the body. This was a consolidation note for witness's outstanding liabilities.

"Anybody Could Sign."
His Lordship asked what was the reason for witness writing the first two notes and Costa writing the third.

Witness said that the paper was handed to Costa; that was all. Anybody could have written it.

Witness was questioned at length by His Lordship as to the stamping of various notes. In each case, he said, the red stamp was on the document when he signed it. His Lordship then pointed out that the law required a promissory note to be so stamped before signature. If not, it was void, and subsequent stamping was no remedy.

With this view Mr. Somersett Fitzroy concurred.

Puzzle Over Stamping.

Later, His Lordship remarked upon the fact that witness said he had signed notes at certain dates, whereas the date on the stamp was considerably later. In one instance it was a month after. He asked the Crown to bring a witness from the Stamp Office to give evidence on the point.

Mr. Fitzroy agreed, stating that the position was an extraordinary one in the light of witness's statements.

Mr. Remedios was closely questioned by Mr. Jenkin as to a statement he made yesterday. He had then said that he was quite certain that all the notes he had given to Bachan Singh were signed by himself alone.

Mr. Jenkin produced a note signed jointly by witness and Mr. Costa, given to Bachan Singh.

Witness was understood to reply that this and another signed jointly were renewal notes. The original notes were signed by himself alone.

The case is proceeding.

RAIN AND FOG.

To-day's weather report from the Royal Observatory states: The anti-cyclone is now central over Mid Japan. Moderating monsoon prevails along the S.E. Coast of China and over the N. China Sea. Forecast:—E. winds; fresh to moderate; overcast at first, possibly finer interval, then rain and fog.

Rainfall.

Rainfall for 24 hours ended at 10 a.m.—nil. Rainfall since January 1—3.89 inches against an average of 4.70 inches—deficit 0.81 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	60
Macao	56
Pratas Island	72
Manila	77
Foochow	54
Amoy	58
Swatow	58
Chefoo	42
Shanghai	40

ed several years ago, with a co-student, Loeb, for the diabolical "scientific" murder of a school boy named Franks. There was no motive, except to accomplish a "perfect murder."—*Reuter's American Service.*

WHARF & GODOWN COMPANY.

Chairman's Review of the Year.
PROFIT DOWN: SHIPS UP.

The 44th ordinary annual meeting of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., was held to-day in the Board room of Messrs. Jardine, Matheson & Co., Ltd.

The Hon. Mr. J. J. Patterson presided and was supported by the Hon. Mr. C. Gordon Mackie, Messrs. Frank Austin, Allan Cameron, J. E. Joseph, H. H. H. Priestly, J. P. Warren, T. B. Wilson (Directors), and F. H. Crapnell (Secretary).

Shareholders present were Messrs. P. S. Cassidy, A. Murdoch, J. Hyde, M. O'Brien, F. A. Joseph, C. H. W. Kew, J. H. Taggart, K. Stuart-Smith, J. M. Alves, and H. F. Un.

In proposing the adoption of the report and accounts, the Chairman said:—

During the past year 902 steamers discharged at the wharves, this being 35 more than during the year 1929. From these vessels, together with those which discharged in the stream, we landed 942,500 tons cargo against 970,500 tons the previous year, or a decrease of 28,000 tons. The average cost exclusive of nightwork and light-erage, per ton to shipowners for landing this cargo was \$1.13, which for the greater part of the year was equivalent to something less than one shilling and sixpence. For cheapness in handling costs, I can safely say this cannot be challenged by any other port.

Your Directors have carefully considered whether it would be expedient to increase the landing charges; they decided, however, that it was inadvisable in view of the depressed state of shipping and of the fact that additional costs have recently been levied from other sources on shipping using this Harbour.

Another point that must not be lost sight of when considering cost of handling cargo is that this port is essentially a transshipment port and if Hong Kong is to maintain its position as a distributing centre, port expenses must be kept at a minimum.

The new wharf, to which reference was made at the meeting last year, is now in course of construction and the work is proceeding with all possible speed.

Turning to the Balance Sheet, you will observe that the sum of \$280,477.00 has been added to value of wharves; this represents payment made against the pier to which I have just referred. The sum of \$200,000 has been placed to Renewals Account—a great deal of this amount will be required for reconditioning the old godowns opposite the new wharf. These buildings have hitherto been used for storage cargo; it is now necessary to make them suitable for handling goods in transit.

The balance available for appropriation is \$1,035,730.13, which includes \$370,119.77 brought forward from the previous year. Your Directors recommend that this be dealt with as follows:—

Pay a dividend of \$3 per share and a bonus of \$3 per share, absorbing \$720,000, and carry forward \$315,730.13.

I do not think there is any more that calls for comment and I now beg to propose the adoption of the report and accounts. After the motion has been seconded, I will be pleased to answer any questions shareholders may wish to ask.

The Hon. Mr. C. Gordon Mackie seconded the report and accounts were unanimously passed.

Formal Business.

Messrs. T. B. Wilson and J. E. Joseph were unanimously re-elected Directors for the ensuing year on the proposal of Mr. J. H. Taggart, seconded by Mr. K. Stuart-Smith.

On the proposal of Mr. P. S. Cassidy, seconded by Mr. J. M. Alves, Messrs. Percy Smith, Seth and Fleming, and Messrs. Linstead and Davis were re-appointed auditors at the remuneration of \$1,500 each.

The meeting terminated with the announcement by the Chairman that dividend warrants would be ready to-morrow.

CHURCHILL ON INDIA

LORD SANKEY FOR FEDERATION.
"TORIES READY" GANDHI BREAKING UP THE EMPIRE.

London, Yesterday.
"After the frustration of Socialist efforts to entice Conservatives out to India, Gandhi is coming to London to discuss the best means of breaking up the Empire, but this time the Conservatives are ready," declared Mr. Winston Churchill in a pungent speech at a crowded mass meeting of the Indian Empire

Society in the Albert Hall, which adopted with acclamation a resolution moved by Lord Burnham, (a member of the Simon Commission), that "further weakness in

ence were not plenipotentiary. It was their responsibility to examine the facts and to make suggestions. The Federal Structure Sub-Committee's report was, therefore, drafted so as to leave many questions open, but in his view there was a problem in India that was insolvent. It was perfectly plain to be fair to each constitution, fair and just to every body, and with the present events before them the combined wisdom of East and West would be needed.

After the recent proposals put forward by the Conference Mr. Sankey said that he had assured himself of the future policy. Did they, he asked, desire an India accompanied by conciliation? If they choose conciliation they would gain nearly all they wished and lose but little.

Appeal to Force.

"An appeal to force is the bankruptcy of statecraft. The future of India is no longer in the melting pot. The metal of its new constitution is being hammered out on the anvil of public opinion. It is in the nature of things that the sparks should fly, but the sparks fly forgotten—the true metal remains. We never went to India to conquer. We went there to trade. The inherited genius of our race and some fostering star have given us an Empire, but it is an Empire which we hold in trust for many creeds and nations whose classes and communities are entitled to our protection.

Western Ideals.

"Rightly or wrongly we have educated Indians in Western ideals, introduced them to Western institutions, and admitted them to our councils. The language of their Legislative Assemblies and of Congress itself is our mother tongue. Time after time we have made them promises. It is too late to go back. We must go forward. It is our traditional policy and has been a secret of our success. Then will follow a settled Government, material prosperity, and a reign of law.

The financial defence of law and order are undoubtedly important, but I am anxious for something more than a triumph of our trade. I am jealous for the reputation of our statesmanship. It is by their moral actions not by their material successes that Empires are judged at the bar of public opinion and by the verdict of history. Let us grant the Federal Constitution to India and let our hope be that everything in it may be so ordered and settled upon the best and surest foundations, that peace and happiness, truth and justice may flourish as abundantly in India as they have done here at home."

Authority Weakened.

Lord Peel said that if Conservatives at the Conference decided to give general approval to the proposals without full knowledge of the safeguards, which they would have, it weakened their authority to insist upon them later. He could not help feeling that during the last few months the Government had been too ready, he would not say to apologise for, but not to take a stand on, our position in India, which gave us rights and laid upon us duties and responsibilities.—*British Wireless Service.*

Combined Wisdom.

Rugby, Yesterday.
In a debate on the situation in India in the

high places in the hope of conciliating a fraction of the population will injure the defences of India, the welfare of the masses, the protection of the minorities, and the immense British interests in India."

Lord Burnham declared that the Irwin-Gandhi treaty must be regarded as a triumph of lawlessness and a masterpiece of casuistry.—*Reuter.*

Lord Sankey.

House of Lords to-day, the Lord Chancellor, Lord Sankey, reviewed the events leading up to the Round Table Conference, the results of the Conference, and their effect in India. He said that the delegates to the Confer-

ence were not plenipotentiary. It was their responsibility to examine the facts and to make suggestions. The Federal Structure Sub-Committee's report was, therefore, drafted so as to leave many questions open, but in his view there was a problem in India that was insolvent. It was perfectly plain to be fair to each constitution, fair and just to every body, and with the present events before them the combined wisdom of East and West would be needed.

After the recent proposals put forward by the Conference Mr. Sankey said that he had assured himself of the future policy. Did they, he asked, desire an India accompanied by conciliation? If they choose conciliation they would gain nearly all they wished and lose but little.

Appeal to Force.

"An appeal to force is the bankruptcy of statecraft. The future of India is no longer in the melting pot. The metal of its new constitution is being hammered out on the anvil of public opinion. It is in the nature of things that the sparks should fly, but the sparks fly forgotten—the true metal remains. We never went to India to conquer. We went there to trade. The inherited genius of our race and some fostering star have given us an Empire, but it is an Empire which we hold in trust for many creeds and nations whose classes and communities are entitled to our protection.

Western Ideals.

"Rightly or wrongly we have educated Indians in Western ideals, introduced them to Western institutions, and admitted them to our councils. The language of their Legislative Assemblies and of Congress itself is our mother tongue. Time after time we have made them promises. It is too late to go back. We must go forward. It is our traditional policy and has been a secret of our success. Then will follow a settled Government, material prosperity, and a reign of law.

The financial defence of law and order are undoubtedly important, but I am anxious for something more than a triumph of our trade. I am jealous for the reputation of our statesmanship. It is by their moral actions not by their material successes that Empires are judged at the bar of public opinion and by the verdict of history. Let us grant the Federal Constitution to India and let our hope be that everything in it may be so ordered and settled upon the best and surest foundations, that peace and happiness, truth and justice may flourish as abundantly in India as they have done here at home."

Authority Weakened.

Lord Peel said that if Conservatives at the Conference decided to give general approval to the proposals without full knowledge of the safeguards, which they would have, it weakened their authority to insist upon them later. He could not help feeling that during the last few months the Government had been too ready, he would not say to apologise for, but not to take a stand on, our position in India, which gave us rights and laid upon us duties and responsibilities.—*British Wireless Service.*

Combined Wisdom.

Rugby, Yesterday.
In a debate on the situation in India in the

high places in the hope of conciliating a fraction of the population will injure the defences of India, the welfare of the masses, the protection of the minorities, and the immense British interests in India."

Lord Burnham declared that the Irwin-Gandhi treaty must be regarded as a triumph of lawlessness and a masterpiece of casuistry.—*Reuter.*

Lord Sankey.

House of Lords to-day, the Lord Chancellor, Lord Sankey, reviewed the events leading up to the Round Table Conference, the results of the Conference, and their effect in India. He said that the delegates to the Confer-

NEW YORK'S MAYOR IN THE PILLORY.

"Jimmy Walker Said To Be Incompetent."
CITIZENS' ACCUSATIONS.

New York, Yesterday.
Formal charges that Mayor Jimmy Walker discharged his duties in a "wasteful, incompetent fashion" are made by the City Affairs Committee, whose report is published by Governor of the State, Mr. F. D. Roosevelt.

The Committee, which is a private organisation of leading citizens, says that Walker's "conduct in office was incompetent, inefficient, and futile, the result of which being that the machinery of Government failed to function and the administration of the City was brought into disrepute."

Last week a petition sent to Governor Roosevelt by the Society for the Prevention of Crime which, without impugning the Mayor's integrity, demanded: "Some proof that he really desired to clean up the City."—*Reuter's American Service.*

Appeal to Force.

"An appeal to force is the bankruptcy of statecraft. The future of India is no longer in the melting pot. The metal of its new constitution is being hammered out on the anvil of public opinion. It is in the nature of things that the sparks should fly, but the sparks fly forgotten—the true metal remains. We never went to India to conquer. We went there to trade. The inherited genius of our race and some fostering star have given us an Empire, but it is an Empire which we hold in trust for many creeds and nations whose classes and communities are entitled to our protection.

Western Ideals.

"Rightly or wrongly we have educated Indians in Western ideals, introduced them to Western institutions, and admitted them to our councils. The language of their Legislative Assemblies and of Congress itself is our mother tongue. Time after time we have made them promises. It is too late to go back. We must go forward. It is our traditional policy and has been a secret of our success. Then will follow a settled Government, material prosperity, and a reign of law.

The financial defence of law and order are undoubtedly important, but I am anxious for something more than a triumph of our trade. I am jealous for the reputation of our statesmanship. It is by their moral actions not by their material successes that Empires are judged at the bar of public opinion and by the verdict of history. Let us grant the Federal Constitution to India and let our hope be that everything in it may be so ordered and settled upon the best and surest foundations, that peace and happiness, truth and justice may flourish as abundantly in India as they have done here at home."

Authority Weakened.

Lord Peel said that if Conservatives at the Conference decided to give general approval to the proposals without full knowledge of the safeguards, which they would have, it weakened their authority to insist upon them later. He could not help feeling that during the last few months the Government had been too ready, he would not say to apologise for, but not to take a stand on, our position in India, which gave us rights and laid upon us duties and responsibilities.—*British Wireless Service.*

Combined Wisdom.

Rugby, Yesterday.
In a debate on the situation in India in the

high places in the hope of conciliating a fraction of the population will injure the defences of India, the welfare of the masses, the protection of the minorities, and the immense British interests in India."

Lord Burnham declared that the Irwin-Gandhi treaty must be regarded as a triumph of lawlessness and a masterpiece of casuistry.—*Reuter.*

Lord Sankey.

House of Lords to-day, the Lord Chancellor, Lord Sankey, reviewed the events leading up to the Round Table Conference, the results of the Conference, and their effect in India. He said that the delegates to the Confer-

ence were not plenipotentiary. It was their responsibility to examine the facts and to make suggestions. The Federal Structure Sub-Committee's report was, therefore, drafted so as to leave many questions open, but in his view there was a problem in India that was insolvent. It was perfectly plain to be fair to each constitution, fair and just to every body, and with the present events before them the combined wisdom of East and West would be needed.

After the recent proposals put forward by the Conference Mr. Sankey said that he had assured himself of the future policy. Did they, he asked, desire an India accompanied by conciliation? If they choose conciliation they would gain nearly all they wished and lose but little.

Appeal to Force.

"An appeal to force is the bankruptcy of statecraft. The future of India is no longer in the melting pot. The metal of its new constitution is being hammered out on the anvil of public opinion. It is in the nature of things that the sparks should fly, but the sparks fly forgotten—the true metal remains. We never went to India to conquer. We went there to trade. The inherited genius of our race and some fostering star have given us an Empire, but it is an Empire which we hold in trust for many creeds and nations whose classes and communities are entitled to our protection.

Western Ideals.

"Rightly or wrongly we have educated Indians in Western ideals, introduced them to Western institutions, and admitted them to our councils. The language of their Legislative Assemblies and of Congress itself is our mother tongue. Time after time we have made them promises. It is too late to go back. We must go forward. It is our traditional policy and has been a secret of our success. Then will follow a settled Government, material prosperity, and a reign of law.

The financial defence of law and order are undoubtedly important, but I am anxious for something more than a triumph of our trade. I am jealous for the reputation of our statesmanship. It is by their moral actions not by their material successes that Empires are judged at the bar of public opinion and by the verdict of history. Let us grant the Federal Constitution to India and let our hope be that everything in it may be so ordered and settled upon the best and surest foundations, that peace and happiness, truth and justice may flourish as abundantly in India as they have done here at home."

Authority Weakened.

Lord Peel said that if Conservatives at the Conference decided to give general approval to the proposals without full knowledge of the safeguards, which they would have, it weakened their authority to insist upon them later. He could not help feeling that during the last few months the Government had been too ready, he would not say to apologise for, but not to take a stand on, our position in India, which gave us rights and laid upon us duties and responsibilities.—*British Wireless Service.*

Combined Wisdom.

Rugby, Yesterday.
In a debate on the situation in India in the

high places in the hope of conciliating a fraction of the population will injure the defences of India, the welfare of the masses, the protection of the minorities, and the immense British interests in India."

Lord Burnham declared that the Irwin-Gandhi treaty must be regarded as a triumph of lawlessness and a masterpiece of casuistry.—*Reuter.*

Lord Sankey.

House of Lords to-day, the Lord Chancellor, Lord Sankey, reviewed the events leading up to the Round Table Conference, the results of the Conference, and their effect in India. He said that the delegates to the Confer-

ence were not plenipotentiary. It was their responsibility to examine the facts and to make suggestions. The Federal Structure Sub-Committee's report was, therefore, drafted so as to leave many questions open, but in his view there was a problem in India that was insolvent. It was perfectly plain to be fair to each constitution, fair and just to every body, and with the present events before them the combined wisdom of East and West would be needed.

After the recent proposals put forward by the Conference Mr. Sankey said that he had assured himself of the future policy. Did they, he asked, desire an India accompanied by conciliation? If they choose conciliation they would gain nearly all they wished and lose but little.

Appeal to Force.

"An appeal to force is the bankruptcy of statecraft. The future of India is no longer in the melting pot. The metal of its new constitution is being hammered out on the anvil of public opinion. It is in the nature of things that the sparks should fly, but the sparks fly forgotten—the true metal remains. We never went to India to conquer. We went there to trade. The inherited genius of our race and some fostering star have given us an Empire, but it is an Empire which we hold in trust for many creeds and nations whose classes and communities are entitled to our protection.

Western Ideals.

"Rightly or wrongly we have educated Indians in Western ideals, introduced them to Western institutions, and admitted them to our councils. The language of their Legislative Assemblies and of Congress itself is our mother tongue. Time after time we have made them promises. It is too late to go back. We must go forward. It is our traditional policy and has been a secret of our success. Then will follow a settled Government, material prosperity, and a reign of law.

The financial defence of law and order are undoubtedly important, but I am anxious for something more than a triumph of our trade. I am jealous for the reputation of our statesmanship. It is by their moral actions not by their material successes that Empires are judged at the bar of public opinion and by the verdict of history. Let us grant the Federal Constitution to India and let our hope be that everything in it may be so ordered and settled upon the best and surest foundations, that peace and happiness, truth and justice may flourish as abundantly in India as they have done here at home."

DAGGERS TO COW WOMEN.

Invasion of House in Peel Street.
ALARM SCARES INTRUDERS.

Before the Acting Puisne Judge (Mr. Justice R. E. Lindsell) at the Assizes this morning, Chan Cheung, alias Lam Yiu, was charged with assault by two or more with intent to rob.

The statement of offence was that the accused, on January 22 last, with five persons unknown, at 41, Peel Street, first floor, assaulted a woman named Ho So with intent to rob her.

In reply to the charge the accused said: I did not assault her.

His Lordship: Did you help others to assault her?—No.

A jury was then called and the case for the prosecution was opened by Mr. T. S. Whyte-Smith, who said that the complainant, a married woman, lived on the first floor of 41, Peel Street, together with her husband, a child, and an amah.

Rent of a Cubicle.

They had a cubicle to let in January this year and put up a notice outside the house. About January 10 the accused came to the floor and inquired about it. The inmates asked for \$18 per month, but he would not give more than \$14, and after some haggling he went away.

On January 27 the woman's husband was not at home when a knock came on the door and the woman recognised the accused's voice. She also had a glimpse of him through the open hole.

The accused said that he had

'Phone 20022 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

TO LET.

TO LET.—2 Rooms to let. Board and laundry. One single and one double room. Tel. 57692. 18, Granville Road.

TO LET.—Ground Floor of No. 84, Des Voeux Road Central; at present in the occupation of the Netherlands India Commercial Bank, available from April 1, 1931. Apply to David Sassoon & Co., Ltd.

TO LET.—To prospective visitors to England ideal accommodation in the West End of London. Centre of theatre land, etc. Good English fare Moderate charges. 31, Clarendon Road, Holland Park, London, W.11 G. B. Colson.

TUITION GIVEN

ENGLISH LESSONS given to Students with particular attention to pronunciation, by English Baccarat (Middle Temple). Apply Box No. 680, c/o "China Mail."

HOME TUITION.

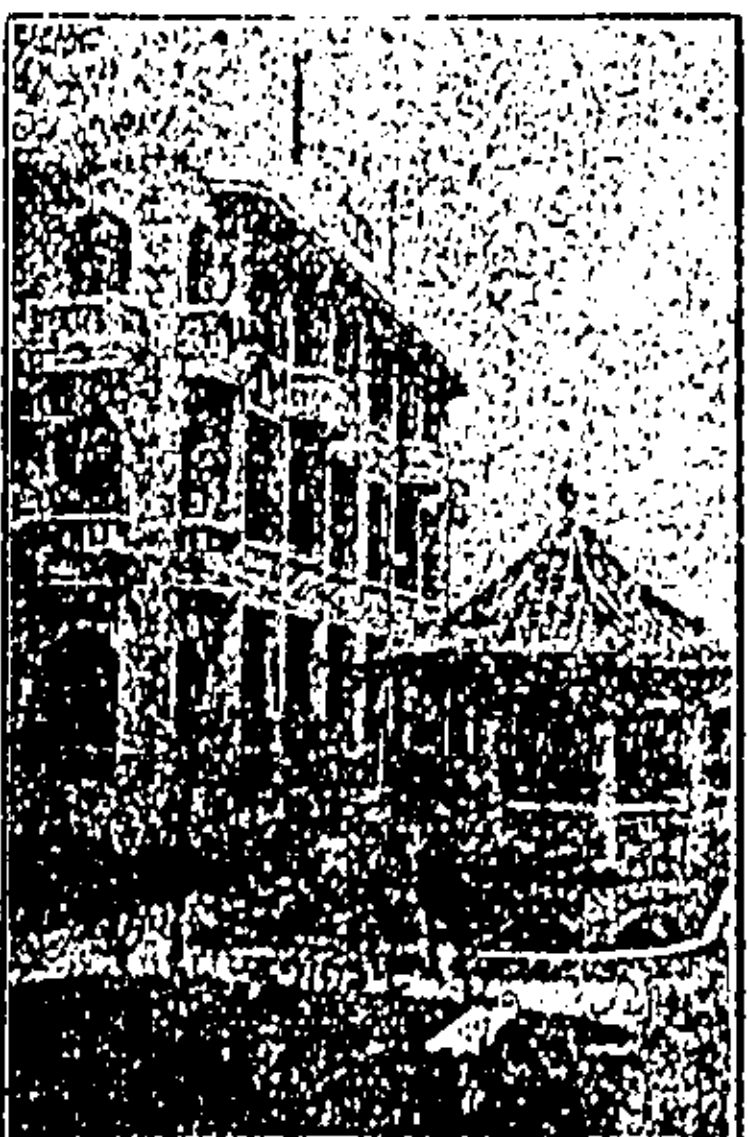
WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal individual care and attention. For Particulars apply to:

MISS RUTH GILLEY
(Camb. Higher Local,
Camb. Teachers' Diploma)
MISS GERTRUDE TURNER
(National Froebel House
Certificate).

ALEXANDER'S INSTITUT DE BEAUTE



For the best Permanent Finger and
Marcel Waves. Hair Cutting and
Manicure for Ladies and
Gentlemen.
Pedder Bldg. 1st floor. Room 5.
Tel. 25169.
Opposite entrance H.K. Hotel.



CLAREMONT PRIVATE HOTEL

Austin Road, Kowloon.
(Facing the Kowloon Cricket
Club. Four minutes from ferry
by bus.)
Suites of rooms (single and
double), hot and cold water
system, all modern sanitation,
private bathrooms attached.

EXCLUSIVE TABLE
entirely under European
management.
Hotel has a splendid aspect in
one of the finest locations in
Kowloon, away from noise, yet
easily accessible.
Terms very moderate. Reser-
vations by letter or cable.

CLAREMONT

Tel. 57889 & 57885 (Private).
Telegraphic Ad. "Fern" H.K.
Our motto is "SERVICE."

The question of silks for
Winter can be answered to
your satisfaction by an in-
spection of the goods we are
now showing.

They have just arrived and
you really owe it to yourself to
come and inspect them.

**KASHMIR
SILK STORE**
36A, Queen's Road, C.
Opposite Queen's Theatre.

COMPANY MEETINGS

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the Undersigned on **THURSDAY, the 26th March, 1931, at Noon**, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1930.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1931, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 5th March, 1931.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hong Kong, on **MONDAY, 30th March, 1931, at Noon**, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1930.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 23rd to the 28th March, 1931, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

Hong Kong, 17th March, 1931.

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ANNUAL GENERAL MEETING of Shareholders will be held in the Offices of Messrs. Dodwell & Company, Limited, on **TUESDAY, the 31st March, 1931, at 3 p.m.**, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd March to 31st March, 1931, both days inclusive.

DODWELL & COMPANY,
LIMITED,
General Managers.
Hong Kong, March 18, 1931.

GENERAL NOTICES

THE HONG KONG & SHANGHAI HOTELS, LTD.

ISSUE OF NEW SHARES.

THE DIRECTORS of the Hong Kong & Shanghai Hotels, Limited, have decided to offer the Shares of the NEW ISSUE to those persons who are registered as Shareholders at the close of business on the 31st MARCH, 1931, upon terms and conditions which will be set out in the Form of Offer.

For the Hong Kong & Shanghai Hotels, Ltd.,
F. C. BARRY,
Secretary.

Hong Kong, 16th March, 1931.

YOU ARE INVITED TO INSPECT OUR STOCK OF

ASIATIC FOREIGN AND COLONIAL

POSTAGE STAMP

IN SETS, SINGLE PACKETS,
BAGS AND IN APPROVAL
SHEETS.

GRACA & CO.,

Dealers in Postage Stamps,
Philatelic Goods, Picture,
Postcards, Toys, &c.
10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

OUR LADIES' TAILORING DEPARTMENT

undertakes to execute orders
FOR MAKING DRESSES &
GOWNS on latest styles with-
in 16 hours.

LOVELY SILK STORE
No. 2, Stanley Street. Tel. 22100.
(Adjoining D'Aguiar Street.)

ROUND THE CINEMAS

"FASHIONS IN LOVE"—FIRST SCREENING.

ADOLPHE MENJOU THE STAR.

For good entertainment, subtly and smartly presented, there is no star like Adolphe Menjou. In his first all-talking picture, "Fashions in Love," which opened in the Central Theatre last night, the sparkling sophisticate surpasses all expectations. He talks. He makes love. And through it all his always delightful whimsical action.

"Fashions in Love" is the ideal Menjou vehicle. It has a real story, a good cast and the picture was made by a master of the cinema, Victor Schertzinger. It places the actor in an atmosphere in which he is at home and his own personality draws his audience into the setting with him. For about two hours, one lives and laughs and loves in the gay situations with this gay star.

Adolphe Menjou is one of the outstanding characters in the realm of talking moving pictures. His voice is splendidly adapted to this new medium and, to hear him sing from the screen is to experience the full force of this captivating personality.

The picture is noteworthy for the presence of two outstanding stars of the British stage, Fay Compton and Miriam Segar, both of whom give splendid performances. Miss Compton sings one of Schertzinger's latest song hits, "I Still Believe in You." His other song hit, "Delphine," is sung by Menjou.

"Fashions in Love" is entertainment in the Menjou manner and entertainment in the Menjou manner is entertainment. Until you've heard Menjou's all-talking entertainment, you haven't been entertained.

"LOVE IN THE ROUGH"

This interview cost the writer five dollars.

Robert Montgomery was out on the golf course when we found him. He was practising swinging a mildiron.

"I could sail that ball over the road!" he boasted.

We looked. The road was several hundred yards distant, screened from the greens by towering eucalyptus trees, planted as a wind-break. It seemed too good to be true.

"For five bucks," we suggested. Bobby nodded and swung. That's the last we saw of the ball. Or the five.

It seems Montgomery is just that way. He will say he can do almost anything and surprise every one by doing it. That's the secret of his success in pictures.

"When I came to Hollywood, unknown, just about a year ago, all my friends on the New York stage said I'd be glad to get back to Broadway inside of six months," he related. "They said I wouldn't last and pointed to all the 'big names' on the stage who had tried movies and failed."

"I resolved not to get the horse laugh from them. Instead of sitting down waiting for parts to come to me in Hollywood I went out and hunted them. A director would say, 'Can you do that kind of part?' I promptly said, 'Yes.' I didn't have a 'no' in my vocabulary. I managed somehow to get by all kinds of roles by working hard for and in them and not simply assuming they were going to be good because I was playing them."

"There have been some parts people advised me not to play because they weren't sympathetic. They mean nothing to me. A hiss for a villain is just as good as a hiss for a hero."

"In my new picture, 'Love in the Rough,' adapted from the Broadway stage hit, 'Spring Fever,' I feel I am being rewarded. It is my first chance at musical comedy and light and happy characterization. I have never enjoyed playing in anything so much in my life. I only hope I may continue to do this sort of thing from time to time. In the meanwhile I am still willing to wreck homes or what have you."

Charles F. (Chuck) Reisner directed the new Metro-Goldwyn-Mayer picture which will open today in the Queen's Theatre.

"MADAM SATAN"

Of all the various collections owned by Cecil B. De Mille, including old shawls and firearms, one of the most interesting is undoubtedly his fill of quips and jokes directed against his use in pictures of bath-tubs, showers and other such natorial devices.

Since he first used a bathroom in "Old Wives for New," and subsequently in "Male and Female," De Mille has been hilariously hailed as the "Bath Tub King" of the Movies.

For the amusement of his friends De Mille has carefully saved all jokes about his bath-tubs.

Of the collection the Metro-Goldwyn-Mayer director considers as the piece de resistance the one which states that "if the contents of all Cecil B. De Mille's bath tubs were emptied at one time, the resulting flood would fill the Yale Bowl."

De Mille is stated to have a glass enclosed shower, in "Madam Satan," his latest all-talking vehicle, which will open on Sunday in the Queen's Theatre. Reginald Denny and Roland Young get under it, with their clothes on, in the hope of remedying the effects of what was evidently a rather hectic "night before."

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station, Z.H.W., on a wavelength of 855 5.8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

5.53 p.m.—Orchestra.
Metropolis (Fordi Grofé)
Paul Whiteman and His
Concert Orchestra
(35933-34).

Gypsy Love (Lohar),
International Concert Orch.
(32201).

Nell Gwyn Country Dance (German),
New Symphony Orchestra
(32937).

Ginger Snaps (Bourdon),
Danse Bagatelle (Bourdon),
Victor Novelty Orchestra
(32201).

5.53-6 p.m.—Pianoforte & Organ
Solos.

Pianoforte Solo—
Minstrels (Debussy),
Ignace Jan Paderewski (1499).
(This Record is by Special Request.)

Pianoforte Solo—
Waltz in C Sharp Minor (Chopin),
Waltz in A Flat Major (Chopin),
Sergei Rachmaninoff (1245).

Organ Solo—
Swing of the Kit (Ewing),
Southward Bound (Franklyn),
Edward O'Henry (33603).

Pianoforte Solo—
Valse Quilice (Liszt),
Capriccio in F Minor (Dohnanyi),
Valdimir Horowitz (1455).

6.45 p.m.—European Children's
Programme from the Studio. Miss
Norah Didsbury will play "Valse"
Op. 69 No. 2 by Chopin.

6.45-7.20 p.m.—Concert Items.
Down in the Valley (Mair),
Essie Ackland, Contralto
(C1702).

Violin Solo—
Ruralia Hungarica—Molto Vivace
(Dohnanyi),
Fritz Kreisler (1428).

Song—
Addio (Tosti),
Enrico Caruso, Tenor (7156).
Cello Solo—
Vito (Popper),
Pablo Casals (1311).

Trios—
Memories of Home (Gutman),
Neapolitan Trio (35765).

Duet—
What is Done (Cuvillier),
Winnie Melville and Derek
Oldham (C1690).

Violin Solo—
Vocalise (Rachmaninoff—Press),
Mischa Elman (1394).

Song—
Richard of Taunton Dean
(Arr. Molloy),
Stuart Robertson, Bass-
Baritone (B3058).

7.20-8 p.m.—
Symphony No. 4 in F Minor
(Tschukowski),
Philadelphia Symphony Orch.
under the direction of
Leopold Stokowski
(6929-33).

8.10.30 p.m.—Chinese Studio
Concert.

9 p.m.—Weather Report, Local
Time, etc.

10.30 p.m.—Close Down.

"The Reckless Hour" is to be the
screen title of First National's
adaptation of Willa Cather's novel,
"A Lost Lady" which will go into
production soon.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO. LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Vendor, from Shanghai.
Holships, from Bremen.
F. V. JENSEN,
Superintendent.
Hong Kong, March 18, 1931.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO. LTD.

The following unclaimed telegram is lying at the E.E. Telegraph Co. Office, Hong Kong:—
T. A. Tapia, from Colombo.
S. LACK,
Superintendent.
Hong Kong, March 12, 1931.

Job Printing
REASONABLE PRICES
THE NEWSPAPER ENTERPRISE LTD.
CHINA MAIL BLDG. - 24 WYNDHAM ST.

BUSINESS DIRECTORY

GENTLEMEN'S OUTFITTERS.

The Latest in
Gentlemen's
Outfitting
AT PRICES TO
SUIT ANY PURSE.
PERFECT FIT
AND
RELIABLE
SUITINGS.
WING HING CO.
Gentlemen's
Outfitters
64, Queen's Rd. C.
Tel. 21417.

DENTISTS.

HARRY FONG, Dentist,
1st floor, No. 74, Queen's Road
Central. Tel. 21255.

TANG YUK, DENTIST
Successor to
the late SIEN TING,
14, D'Aguiar Street.
TERMS VERY MODERATE
Consultation Free.

ELECTRICAL SUPPLIES.

**THE GLOBE FOOK CHEONG
ELECTRICAL SUPPLY CO., LTD**
72, Queen's Road, Central.
Tel. 23270.

ENGINEERS & SHIPBUILDERS.

W. S. BAILEY & CO., LTD.,
Kowloon Bay.
New Work & Repairs.
Call Flag "U"
Sole Agents for Kelvin Motors

FOREIGN GOODS STORE.

**GREAT REDUCTION ON
"SHAVEWELL"**
A Marvellous Shaving Cream
Usual \$1.50 now 75 cents.
at YEE HING, (Tomey & Company)
(Late of 24, Pottinger Street)
32, Des Voeux Road C. Tel. 23016

HAIR DRESSERS.

LEE YEE.
Ladies' and Gentlemen's Hair
Dressers & Booksellers.
No. 12, D'Aguiar Street.
(opposite Queen's Theatre).

JEWELLERY.

**LOVELY
JEWELS AND
DIAMONDS**
at
ISACK & CO.
64, Queen's Road, Central

WINDSOR BROS.

We have a large
Selection of Jew-
ellery suitable for all
occasions.
A visit will convince
you.
Established 1902.
56, Nathan Rd., Kowloon.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO. LTD.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Vendor, from Shanghai.
Holships, from Bremen.
F. V. JENSEN,
Superintendent.
Hong Kong, March 18, 1931.

Job Printing
REASONABLE PRICES
THE NEWSPAPER ENTERPRISE LTD.
CHINA MAIL BLDG. - 24 WYNDHAM ST.

GENTLEMEN'S TAILORS.

BROWN'S
FOR PERFECTION IN
WINTER SUITS.
2nd fl., Rutton Bldg., 7, Duddell St.
(opp. Gospel Hall). Tel. 23056.

Winter Suits
Made to Order.
Our Measurement
is Guaranteed
Perfection.
Prices Within
the Means of
Everyone.
YEE SING
Gentlemen's Tailor.
12, Wellington St.
Tel. 21882.

MILLEN CO.
14, D'Aguiar St. Tel. 22774.

HAIR DRESSERS.

ON LOK
(Ah Hing)
10, Wyndham St.,
1st floor.
Entrance on Lan St.
Telephone 22317.
LADIES' AND GENTLEMEN'S
HAIR DRESSING SALOON.
Expert Barbers. Moderate Charges.

LADIES' TAILORS.

New Felt Hats
Just Received
From Paris.
New Colour
Schemes For
Autumn Dresses.
CHEONG SHING
Ladies' Tailor.
Nathan Road,
Kowloon

OPTICIANS.

**THE HONG KONG OPTICAL
COMPANY,**
Phone 22232.
53, Queen's Road Central.

OPTICIANS.

**GLASSES
STYLED FOR
YOUR FACE.**
The Sino American
Optical Company.
83, Queen's Road C.

SWATOW DRAWNWORK

FOR THE LADIES.
Gorgeous Underwear
Kimono
Pyjama Suits
and
Shawls.

SWATOW WENG LEE CO.

55, Nathan Rd., Kowloon.

For
Swatow Goods
and
Chinese Fancy
Goods.

**WHOLESALE and RETAIL
SOUTH CHINA IMP. & EXP. CO.**
90, Nathan Rd., K. Tel. 57757.
Dealers in Hand-made
Drawn-Work, Embds. & Curles.
Prices are moderate.

PHOTOGRAPHERS.

PHOTO GRAPHS
DEVELOPING, PRINTING,
ENLARGING
FRAMES.
LEUNG YIK KEE
12, Wyndham St.

SHOES.

Black or Pair
Shoes from \$5.00.
Black or Brown
Boots from \$8.00.
Children's Boots or
Shoes from \$2.00.
Best styles, most complete stock
of all sizes. Repairing a specialty.
WONG SIU WOON
21, Pottinger St. Phone 21474.

SILK STORE.

**GREAT
REMOVAL SALE**
AT THE
TAJMAHAL SILK STORE
5, Wyndham St. Tel. 26136.

SPECIALISTS IN BEAUTY.

**MADAM KATIE'S
-BEAUTY PARLOUR-**
21, Wing Lok Building,
Kowloon.
Tel. 50841. Tel. 50841.

SPORTING GOODS.

**ATHLETIC
GOODS!**

TOYS!

THE LIANG YOU COMPANY
70, Queen's Road C.

CRICKET

"WISDEN" BATS, BALLS,
STUMPS, LEG GUARDS, ETC.
Inspection Cordially Invited.
The Hong Kong Sporting Arms
& Ammunition Store,
Beaconsfield Arcade.

LLOYD TRIESTINO

FOUR-DAILY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Pirella, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
* S.S. "GANGE"	—	Mar. 25
M.V. "HILDA"	—	Apr. 12
* S.S. "PILSNA"	Apr. 7	Apr. 19
M.V. "COL DI LANA"	Apr. 6	May 10
* S.S. "CRACOVIA"	May 5	May 17

* Outward voyage to Shanghai only. Passenger Steamers with First, Second and Second Intermediate passenger accommodation.
Sailing Dates subject to alteration without notice.
For Freight and Passages apply to—

Queen's Building,
DODWELL & CO. LTD.,
Tel. 28621 Agents.

NYK LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$85 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 1st April.
ASAMA MARU	Tuesday, 14th April.
SHINYO MARU	Thursday, 22nd March.
CATTLE, VICTORIA via Shanghai & Japan Ports.	Thursday, 21st April.
HEIAN MARU	Tuesday, 21st April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 21st March.
SUWA MARU	Saturday, 4th April.
FUSHIMI MARU	Saturday, 4th April.
SYDNEY & MELBOURNE via Manila & Ports.	Thursday, 26th March.
ATSUTA MARU	Thursday, 26th March.
MANILA.	Sunday, 22nd March.
SHINYO MARU	Sunday, 22nd March.
BOMBAY via Singapore, Penang, & Colombo.	Friday, 27th March.
GENOA MARU	Monday, 30th March.
TOKUSHIMA MARU	Monday, 30th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Wednesday, 22nd April.
BOKUYO MARU	Wednesday, 22nd April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Tuesday, 14th April.
KANAGAWA MARU	Tuesday, 14th April.
NEW YORK, BOSTON via Panama.	Tuesday, 31st March.
TODA MARU	Tuesday, 31st March.
LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.	Monday, 13th April.
LIMA MARU	Monday, 13th April.
CALCUTTA via Singapore, Penang & Rangoon.	Wednesday, 18th April.
MALACCA MARU	Wednesday, 18th April.
SHANGHAI KOBE & YOKOHAMA.	Saturday, 21st March.
TOYOAKA MARU	Saturday, 21st March.
IYO MARU (Kobe direct)	Saturday, 28th March.
IAKUSAN MARU	Friday, 3rd April.

For further information apply to:—NIPPON YUSEN KAISHA
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Fri., 19th Apr.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Sun., 29th Mar.
BOMBAY via Singapore & Colombo.	Hamburg Maru	Thurs., 19th Mar.
	Shinnoh Maru	Tues., 3rd Apr.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Canada Maru	Wed., 1st Apr.
MELBOURNE via Manila, Brisbane & Sydney.	Brisbane Maru	Mon., 6th Apr.
CALCUTTA via Singapore & Rangoon.	Madras Maru	Fri., 20th Mar.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Africa Maru (from Shanghai)	Wed., 15th Apr.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwansei Maru	Mon., 6th Apr.
JAPAN PORTS (Freight Service).	Seattle Maru	Tues., 24th Mar.
HAIPHONG via Hanoi & Saigon (Fortnightly).	Menado Maru	Thurs., 2nd Apr.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Hozan Maru	Sun., 22nd Mar.
TAKAO via Swatow & Amoy (Fortnightly).		

For further particulars please apply to:—
OSAKA SHOSHEN KAISHA.
Telephone 28621.

Donations and Subscriptions must now

be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

Shipping Intelligence.

BRITISH SHIPYARD'S PLIGHT.

Outlook for New Year Not Encouraging.

A review of 1930 which has been prepared by the Shipbuilding Employers' Federation makes depressing reading. The year closed with only one berth in four in British shipbuilding yards occupied and two men unemployed for every one out of work a year ago.

Launches during the year (nearly 1,500,000 tons) amounted to double the new tonnage booked, so that the outlook for 1931 is at the moment at any rate not encouraging.

In no month during the first nine months of 1930 did more than 20 per cent. of firms receive an order. In July, August, and September the firms securing contracts formed only 14 per cent., 9 per cent., and 7 per cent. respectively of the total. The December quarter brought no improvement.

Against 1,000,000 tons under construction in Britain at the end of the year, the total building abroad was 1,500,000. British percentage of world shipbuilding, which in 1929 was over 50 per cent., was down to about 40 per cent. at the present time.

Laid-up Vessels.

The state of shipping the world over is indicated by the fact that the estimated total of tonnage laid up in all ports is 6,400,000. In October last ships representing 885,000 tons were laid up in British ports. These included new ships, even new tankers. With depression so general, it follows that ship-repairing and reconditioning should have been less. In the closing months of the year foreign competition for work was especially keen. Although several additional yards had been closed, the British capacity was still double requirements.

Tonnage building in Britain for foreign countries reached the peak in March owing to Norwegian tanker orders, which were responsible also for 1930 being a record year for export of ships. Orders had since declined, and the outlook for the present year was disquieting.

Foreign competition with our yards has been helped by direct and indirect subsidies, U.S.A. owing to the advantages of the Jones-White Act, had nearly twice as much work as in 1929; France had 50 per cent. more work on hand, than last year; Italy 170 per cent. more work and secured valuable American tanker orders in competition with Britain.

Germany's Difficult Position. Germany also obtained a share of the tanker orders from America, but her position is now difficult, owing to scarcity of home work.

Many countries, it is reported, are now realising the same surplus shipbuilding capacity as Britain, and schemes to reduce capacity are being formulated in France and Japan.

The Federation urges the need for reductions in national and local taxation and railway rates. The view is expressed that the cost of the social services imposes too heavy a burden on industry.

A gratifying fact is that industrial relations are good and that, compared with 1923, and taking account of the lower cost of living, there has been an increase of 40 per cent. in the real wages of skilled time workers.

CHINESE SHIPPING.

NATIONAL GOVERNMENT AND FOREIGN FLAGS.

"What's in a foreign flag?" "Protection from danger," according to the owners of Chinese vessels plying the Yangtze or along the seaboard.

"An infringement of the honour of the nation," replies the Government. This question has now become a vital one for shipowners owing to the fact that the Ministry of Foreign Affairs has issued instructions to all Chinese shipping companies forbidding the use of foreign flags, says the Journal of Commerce.

The order states that Chinese ships often resort to the use of foreign flags as a measure of protection in time of civil war against possible commandeering by troops. This, the Ministry considers to be an infringement of the honour of the nation and as leading to controversy regarding the ownership and nationality of such ships. Therefore, the Government prohibits Chinese-owned ships flying foreign flags.

British ships plying the Yangtze not only display the Red Ensign in their stern, but also have the Union Jack painted prominently on their sides, not as a challenge to disorder-

THE M.S. ANSHUN.

CHINA NAVIGATION CO.'S NEW VESSEL.

The builders of the China Navigation Co.'s new motor ship Anshun are Scott's Shipbuilding and Engineering Co., Greenock, both as regards the hull and machinery, the owners being the China Navigation Co., of which Messrs. John Swire and Sons are the managers.

The Anshun has been constructed for the carriage of cargo in addition to passengers, and is actually the third motor ship in the owners' comparatively large fleet. The first two vessels, however, are relatively small craft and the Anshun represents their first oil-engined ship of appreciably large dimensions.

During the trials the ballast tanks were full, and subsequently the vessel proceeded to Penarth, where she shipped a cargo of coal. A non-stop run was made between Penarth and Port Said, a satisfactory speed being maintained on a fuel expenditure of 8½ tons per day for all purposes.

The passenger accommodation is of a special character. In addition to the six saloon cabins there is a dining saloon to correspond, whilst of the 20 first-class state-rooms 17 are fitted with two berths and the remaining three have four berths apiece. Moreover, there is a separate first-class dining saloon. Provision is made for carrying large numbers of coolies on the China-Straits service.

ARRIVALS OF SHIPS.

Tuesday, March 17.
Apoc, British str., 1,776 tons, Capt. C. W. Shearer, from Kamfa, buoy No. B28.—W. Fat Sing.

Tai Yang, Norwegian str., 4,113 tons, Capt. E. T. Kraft, from Manila, buoy No. A3.—Doddwell & Co.

Wednesday, March 18.
Baron Aglay, British str., 2,035 tons, Capt. W. Richmond, from Sabang, Kowloon Wharf.—Doddwell & Co.

Hai Ning, British str., 392 tons, Capt. A. H. Stewart, from Swatow, Douglas Wharf.—D.L. & Co.

Hamburg Maru, Japanese str., 3,158 tons, Capt. C. Iwasa, from Sakito, Kowloon Wharf.—O.S.K.

Hong Peng, British str., 2,525 tons, Capt. H. G. Hay, from Swatow, buoy No. A12.—Ho Thong & Co.

Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Iowa, American str., 3,564 tons, Capt. C. J. Swenson, from Shanghai, Stonecutters Anchorage.—States s.s. Co.

Kanchow, British str., 1,222 tons, Capt. R. H. Fairley, from Swatow, buoy No. B14.—B. & S.

Kojun Maru, Japanese str., 1,305 tons, Capt. Y. Nishimoto, from Dalren, Yaumati Anchorage.—D.K.K.

Konsan Maru, Japanese str., 1,566 tons, Capt. T. Kotake, from Canton, Yaumati Anchorage.—D.K.K.

Lyeemoon, British str., 1,734 tons, Capt. E. Holmes, from Swatow, buoy No. B24.—Kwong Nam & Co.

Wong Shek Kung, Chinese str., 1,070 tons, Capt. A. Lalbort, from Saigon, buoy No. B8.—Kung Chung & Co.

Yendai Maru, Japanese str., 2,069 tons, Capt. K. Kawachimaru, from Canton, Yaumati Anchorage.—D.K.K.

CONSIGNEES' NOTICE.

Consignees of cargo ex s.s. Baron Ogilvy are reminded to take delivery of their goods which will be subject to rent after March 24.

ly soldiers or Communists, but as a warning that the vessels are British-owned.

The sight of the Union Jack and other foreign flags has often caused hesitancy to attack on the part of rabble troops of Communist bandits, especially on the Yangtze, where their activities are particularly notorious, which fact has, resulted in Chinese owners placing their ships under nominal foreign ownership, in order to obtain the protection of a foreign flag.

WORLD LARGEST GRAVING DOCK.

Under Construction for New Cunarder.

The Southern Railway Company have lost no time in setting about the work of constructing the big graving dock at Southampton in readiness for the new Cunarder. When they announced on November 29 that a graving dock 1,200 ft. long, 135 ft. wide at the entrance, and with a depth of 45 ft. to the top of the blocks at high water neap tides was to be built, no mention was made of its location. It has now been decided that the dock shall be built at Millbrook on ground originally allotted for such a purpose in the plans of the docks extension scheme on the western shore.

Work of a preliminary nature is in progress, the construction of the enclosing banks, which will enable the excavations to be carried out, having been commenced when the decision of the company to build the world's largest graving dock at Southampton was first announced. Nautical representatives of the principal shipping concerns were called into consultation to give their views as to what they considered the most suitable site. Many suggestions were forthcoming, and the outcome of the deliberations was, briefly, that either Millbrook or the Weston shore at Woolston would furnish the most advantageous site.

Since then the shipping companies have been in possession of details which have enabled them to gauge the merits and demerits of the suggested sites, and now, as a result of close collaboration, the Southern Railway Company have selected Millbrook as the location of the dock. It will be built on what is at present an area of mudland lying between Millbrook Station and Millbrook Point, which it is ultimately intended to reclaim as part of the docks extension scheme on the western shore.

Preliminary Work.
In view of the fact that the excavations will have to be carried out in the dry, and in view of the necessity of keeping the tide back from the scene of activities, the first step to be taken in the scheme is the erection of an enclosing bank. The preliminary work in the building of this bank has already been commenced. The work of excavation will be carried out partly by means of dredging and partly by the use of steam navies, and when this portion of the job is complete, the actual constructional work should find employment for a considerable number of men. The material excavated from the site of the graving dock will be utilised for reclaiming the mudland in the immediate vicinity.

The fact that the dock is to be constructed at Millbrook will naturally entail a great amount of dredging. At present there is no deep water giving access to the site selected, and it will therefore be necessary to dredge a deep channel right up to Millbrook. This work, with 35 feet of water at L.W.O.S.T. however, will not be wasted for the new channel will be required to give access to the second portion of the extension scheme which, it was announced in October, is to be proceeded with, the Government having undertaken to lend financial assistance. While dredging this channel to Millbrook, the spoil which is lifted will be utilised in the reclamation of the 178 acres of mudland which has to be reclaimed under the second section of the dock extension scheme.

At present it is impossible to give any definite details in regard to the graving dock, for these are at the moment under consideration.

DOCKERS BACK.

Resume On Old Terms After 23 Days' Strike.

Paris, March 11.
Dockers at La Rochelle, who have been on strike for 23 days, will resume work to-morrow on the old terms.—Reuter Wireless.

YESTERDAY'S SOLUTION

STENCH
FIMBLED WHERE T
ROBBERY HOARSE
OIL WONDERS TAU
VILES DEALT RIST
DEMUR SUP CIVICS
DALES GRUUSES
CHIDE T TEENS
CRLES BET DRIPS
RAND CURETS SCAT
AND CORSETS ORA
VEERING TROTTER
EGRATES HOURIE
CASHES PAINTING

THE EMPRESS ROUTE



Shortest and Quickest ORIENT-AMERICA-EUROPE

SERVICE PAR EXCELLENCE

SPECIAL THROUGH FARES TO EUROPE

SPECIAL NOTE

£120 £112 £83

Canadian Pacific representatives meet all steamers at all ports of call to assist passengers.

Railroad, Sleeping Car, Hotel and Steamship reservations arranged at any Canadian Pacific Office

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

MARCH SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,098 tons—Capt. Trotter.]

MARCH.

SAT. 21st THURS. 26th

S.S. "TAI MING"

[649 tons—Capt. W. H. Lawton.]

MARCH.

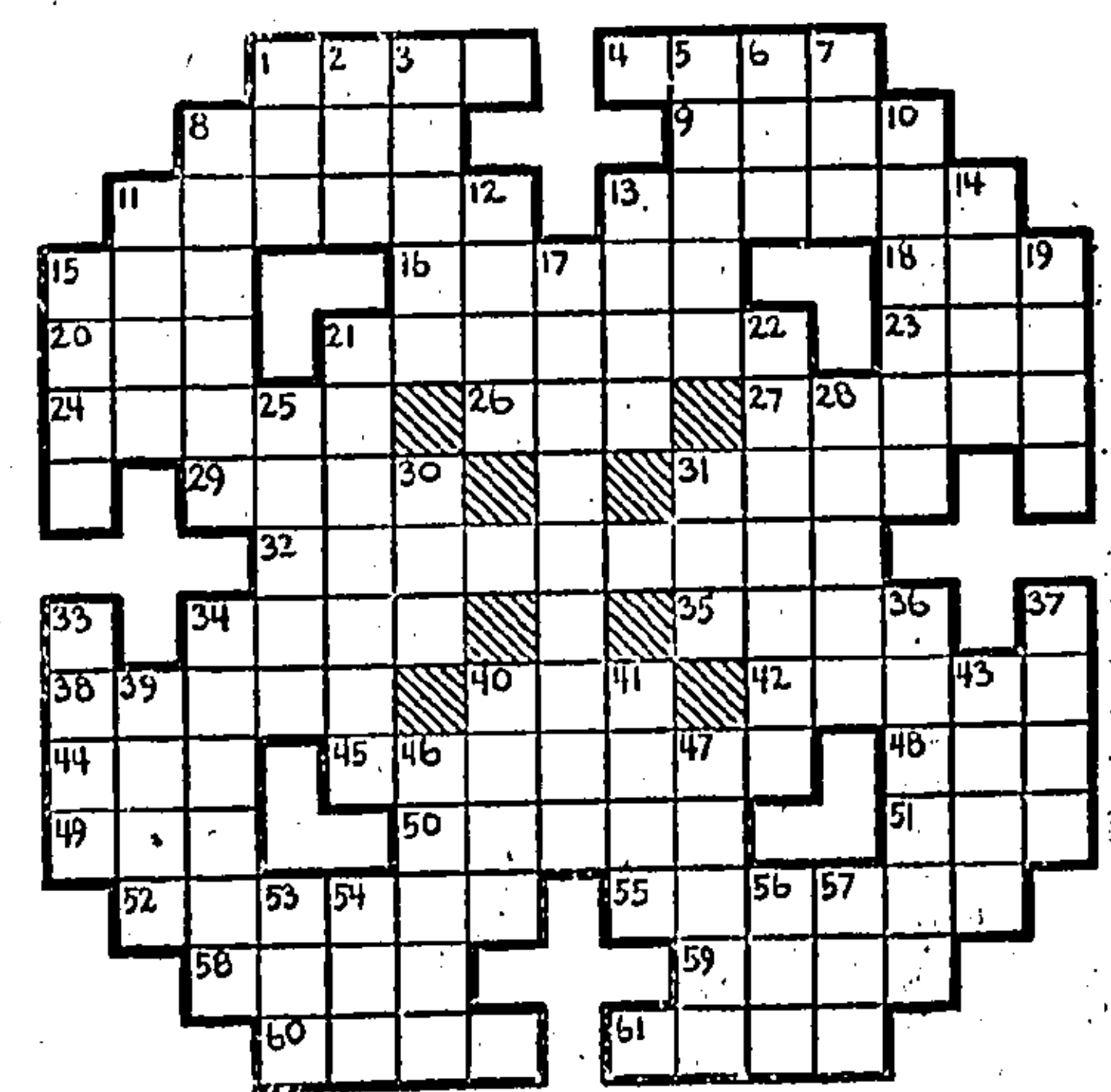
TUES. 24th MON. 30th

For information apply to

SANG WO Co., Ltd.,
29, Connaught Road, West,
Phone 20893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL.

- 1-A causeway
- 4-At a distance
- 8-A vegetable
- 9-Ireland (poet.)
- 15-Banished
- 18-A utensil having three feet
- 19-A cooking utensil
- 20-Blunder
- 21-Obtained
- 22-Skill
- 23-Pertaining to Asia
- 24-Masculine name
- 25-Inactive
- 26-Pasture
- 27-A literary composition
- 28-Grade
- 31-Similar
- 32-Tendency toward the center
- 34-To make a loan
- 35-Incipient decay in overripe fruit
- 38-An organized official body
- 40-Feminine name
- 42-City of S. W. Prussia
- 44-Cover

HORIZONTAL (Cont.)

- 45-Soliced
- 46-Australian bird
- 49-Addition to one side of a house
- 50-Prove
- 51-The game of tag (Prov. Brit.)
- 52-Courtesy
- 53-To be assimilated, as food
- 54-Satisfy
- 55-A number
- 56-A gull-like bird
- 57-Incites

VERTICAL (Cont.)

- 13-To carry (colloq.)
- 14-Feminine name
- 15-Metel
- 17-Tufts, as a bill
- 19-Negative votes
- 21-Waits upon
- 22-Sheathed internally
- 25-One who contends in a race
- 28-A kind of dog (pl.)
- 30-Terminate
- 31-Bachelor of laws (abbr.)
- 33-Compotent
- 34-A blood sucking fly of Africa
- 37-Cozy
- 40-Grease
- 40-Pondor
- 41-A minced oath
- 43-To give out
- 43-Mother (Latin)
- 47-Burialling
- 53-Masculine name (short)
- 64-Consumed
- 65-A light two-wheeled vehicle
- 67-Ensign ("in")

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*SOMALI	—	24th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*RAWALPINDI	16,619	28th Mar.	Marseilles & London.
*SMIRNAPORE	9,715	1st Apr.	Straits, Colombo & Bombay.
*KARMALA	9,128	11th Apr.	Mars. L'don, Hull, R'dam & A'werp.
*RAJPUTANA	15,508	25th Apr.	Marseilles & London.
*SOUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	9th May	Mars. L'don, Hull, R'dam & A'werp.
*COMORIN	15,132	23rd May	Bombay, Marseilles & London.
*KASHMIR	8,985	6th June	Mars. L'don, Hull, R'dam & A'werp.
*KASHMIR	15,501	20th June	Bombay, Marseilles & London.
*KASHMIR	9,065	4th July	Marseilles, L'don, R'dam & A'werp.
*RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
*KASHMIR	9,144	1st Aug.	Marseilles, L'don, R'dam & A'werp.
*RAJPUTANA	15,508	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
*CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	26th Sept.	Marseilles & London.

*Cargo only. †Calls Casablanca. ‡Calls Port Swettenham.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Redial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

	1931.	
TILAWA	10,000	25th Mar.
SANTHA	7,754	2nd Apr.
TALMA	10,000	14th Apr.
TAKADA	9,949	2nd May
SIRDIANA	7,745	11th May

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

	1931.	
ST. ALBANS	4,504	1st Apr.
NELLORE	6,855	1st May
TANDA	9,956	30th May

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

	1931.	
*SOUDAN	—	19th Mar.
TALMA	10,000	25th Mar.
*KIDDERPORE	5,334	26th Mar.
*RAJPUTANA	15,508	27th Mar.
NELLORE	6,855	6th Apr.
TAKADA	9,949	10th Apr.
KALYAN	9,144	10th Apr.
SIRDIANA	7,745	22nd Apr.
COMORIN	15,132	24th Apr.
TILAWA	10,000	6th May
*KASHMIR	8,985	8th May
TANDA	9,956	8th May
SANTHA	7,754	22nd May
RANPURA	10,601	22nd May
KASHMIR	9,065	6th June
ST. ALBANS	4,500	8th June
*RAWALPINDI	16,619	10th June
KEYBER	9,144	3rd July
NELLORE	6,855	6th July
*RAJPUTANA	15,508	17th July
KARMALA	9,128	31st July

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two Slip-
ways and can accommodate any craft of 200 feet long.
Town Office: 54, Connaught Road Central, Hong Kong. Tel. 29459.
Shipyards: Sham Shui Po, Kowloon, Hong Kong. Kowloon Tel. 57639.
Estimates furnished on application.
Hong Kong, April 1, 1931.

PASSENGER LISTS.

DEPARTURES.

Per s.s. Antenor on March 18:—
S. C. Anning, Mr. and Mrs. G. D.
Bell and child, Mrs. J. W. C. Bon-
nar, Mr. and Mrs. E. Q. Cooper,
Mrs. J. S. Davenport, J. C. Dunbar,
Mr. and Mrs. R. P. Dunlop, Master
R. M. Dunlop, Miss R. Farrell, O.
H. Farrar, N. G. Fairbairn, C.
Grumitt, Mr. and Mrs. W. J. Grey,
Mrs. J. Gow, Miss M. W. Gow, Mrs.
Hastings, Miss M. A. Holt, G. F.
Hawkins, Mr. and Mrs. A. Macfar-
lane, Miss M. M. Macfarlane, Miss
H. Murray, R. A. Muir, Miss H.
Osborne, Miss A. L. Peet, Mrs. J.
T. Read and children, Mr. and Mrs.
L. de Rome, Masters R. A. and C. P.
de Rome, Miss M. A. Simpson, Mrs.
C. F. Shackleton, Masters J. E. and
J. and P. Shackleton, Mr. and Mrs.
A. J. Sturrock, Mr. and Mrs. D.
L. Strellett, Miss Jane Strellett, E.
Thompson, Mrs. Tollefsen, Miss
Tollefsen, Mr. and Mrs. H. J. Vin-
cent, Mrs. Winter.

Per m.s. Tatsuta Maru for San
Francisco on March 18:—
Miss Y. H. Cumino, G. M. M.
Smith, Miss Joyce Marsh, H. F.
Marsh, Herbert A. Cohen, Mr. and
Mrs. Howard R. Gull, Sir Robert
and Lady Ho Tung, Miss Grace Ho
Tung, Wei Tat, Mr. and Mrs. F.
Kunamatsu, Mr. and Mrs. D.
Veenman, P. Emma, C. Nikkels,
A. J. P. Coghlan, J. A. Adams,
A. E. Scott, F. A. Pitts, J. Scott,
S. S. Willinson, W. D. Nestwood,
A. Hurry, A. Turner, D. V. Gash,
J. C. Dickson, J. Bradley, A. Jaca,
W. Read, J. McPhee, T. E. Willin-
son, J. Oakley, Mrs. P. S. Ko, Mr.
and Mrs. S. Tanaka, Mr. and Mrs.
G. R. Hunt, K. Mori, K. Nishimura,
Prof. Richard Ponsonby Fane,
Mrs. H. Tobl von Gennep, Dr. M.
Nishiwaki, T. Hattori, K. Tharmal,
Mr. H. Suma, Miss T. Suma, Miss
K. Suma, Miss Kageyama, Mrs.
Geo. Bergman, Master Clyde,
Miss Phyllis, Mrs. T. Tsuaki and
two children, A. V. Austin, J. C.
Hillario, Mr. and Mrs. W. Fuelle-
mann, E. Flatow, Mr. and Mrs.
A. G. Jorgenson, Mr. and Mrs.
G. P. M. von Cohen, M. F. Crawford,
E. F. Bell, A. Chabod, Miss
E. M. Dickinson, H. A. White,
Mrs. D. J. E. Boer and two chil-
dren, D. J. de Boer, A. G. Mercede,
Mrs. K. N. Neuhauer, J. P. Ward,
Miss L. F. Wennstrom, J. Drum-
mond Hay, Mr. and Mrs. A.
Broossin, Dr. J. W. Dugdale, Lt.
Comdr. M. G. Marriott, Lt. Comdr.
A. M. Hughes, R. L. Corry, A. D.
Hill, A. Cochran, Rev. Daniel J.
McGillivuddy, Mr. and Mrs. W. F.
Franks, Mr. and Mrs. Fred L.
Russell and two children, Frank
G. Sohuman, John Manners.

Per m.s. Terukuni Maru for
Japan on March 18:—
Mrs. Pearson, Mrs. L. Buchanan,
Miss M. K. Moreton, Miss V. A.
Thorn, Y. Shimidzu, T. Shimidzu,
Mrs. Mary I. Hawki, Mr. and Mrs.
R. D. Laidlaw, A. M. M. Munn-
gappa Chattri, Mrs. V. V. R.
Subbiah Chattri, Miss J. Craw-
ford, Miss G. B. Doyle.

WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—

Bridgewater—South wall.

Bruce—No. 8 buoy.

Cumberland—West wall.

Herald—In dock.

Hermes—No. 1 buoy.

Iroquois—In dock.

Marazion—No. 12 buoy.

Medway—No. 2 buoy.

Ostris—East wall.

Oswald—East wall.

Petersfield—North wall.

Sepoy—South wall.

Seraph—No. 11 buoy.

Seraph—No. 7 buoy.

Sirdar—No. 11 buoy.

Sterling—No. 10 buoy.

Suffolk—North arm.

Tamar—Basin.

Tarantula—North wall.

Foreign Men-of-War.

Argus—French gunboat.

Mindanao—American gunboat.

Waldeck Rousseau—French
cruiser.

STEAMER MOVEMENTS.

The B.I. s.s. Tilawa will leave

Amoy for this port on March 22,

p.m., and is due here on March 23,

p.m.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st. Cairns, Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPING (SUNNED)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARD'S CARRIED.

Enjoy Your Short Leaps in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 676 RETURN
LONDON (via Australia) from £136.15.0.

(Australian Newspapers on the)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	1st Apr.	1st Apr.	1st Apr.	1st Apr.
CHANGTE	1st Apr.	1st Apr.	1st Apr.	1st Apr.
TAIPING	1st Apr.	1st Apr.	1st Apr.	1st Apr.
CHANGTE	1st Apr.	1st Apr.	1st Apr.	1st Apr.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

BLUE STAR LINE

Far Eastern Service.
Regular Monthly Fast Freight Service.
Refrigerated and general cargo

Next Sailing

S. S. "OREGON STAR"

on
MARCH 27th.

for
LONDON, ROTTERDAM, HAMBURG
AND LIVERPOOL via STRAITS.

For Freight and further information apply to:—

DODWELL & CO., LTD.

Agents.

Queen's Buildings.

Telephone 28021.

HONG KONG AND MACAO LINE in Good Speed S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.

241, Des Voeux Road C.

Tel. 26061.

ALLEGED DRUNKENNESS OF U.S. COASTGUARD.

At the coastguard inquiry in
New York into the shelling of the
Canadian schooner Josephine K,
in which the skipper, William
Cluett, was killed, members of
the crew gave evidence that the
boatswain of the coastguard cutter,
Karl Schmidt, sat in the
cabin of the Josephine K after
the capture and became intoxica-
ted by drinking ale and
whiskey.

Two witnesses expressed the
belief that Schmidt was sober
when he boarded the prize, thus
inferring that he was sober when
he shelled the rumboat, but a
third witness expressed the belief
that Schmidt was drunk when he
fired the shots. All agreed that
after coming aboard the rumboat
he consumed several bottles of
ale and drank some whiskey, and
that before he departed he was
well under the influence of liquor.

The testimony of the Josephine
K's crew was introduced at the
request of Mr. Campbell, the
British Consul-General.

Captain Cecil Gabbett, com-
manding the detail to which
Schmidt was attached, testified
that he had talked to Schmidt
when the latter reported the
seizure, and that there was no
evidence that Schmidt had been
drinking.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

March 19 to 25, 1931.

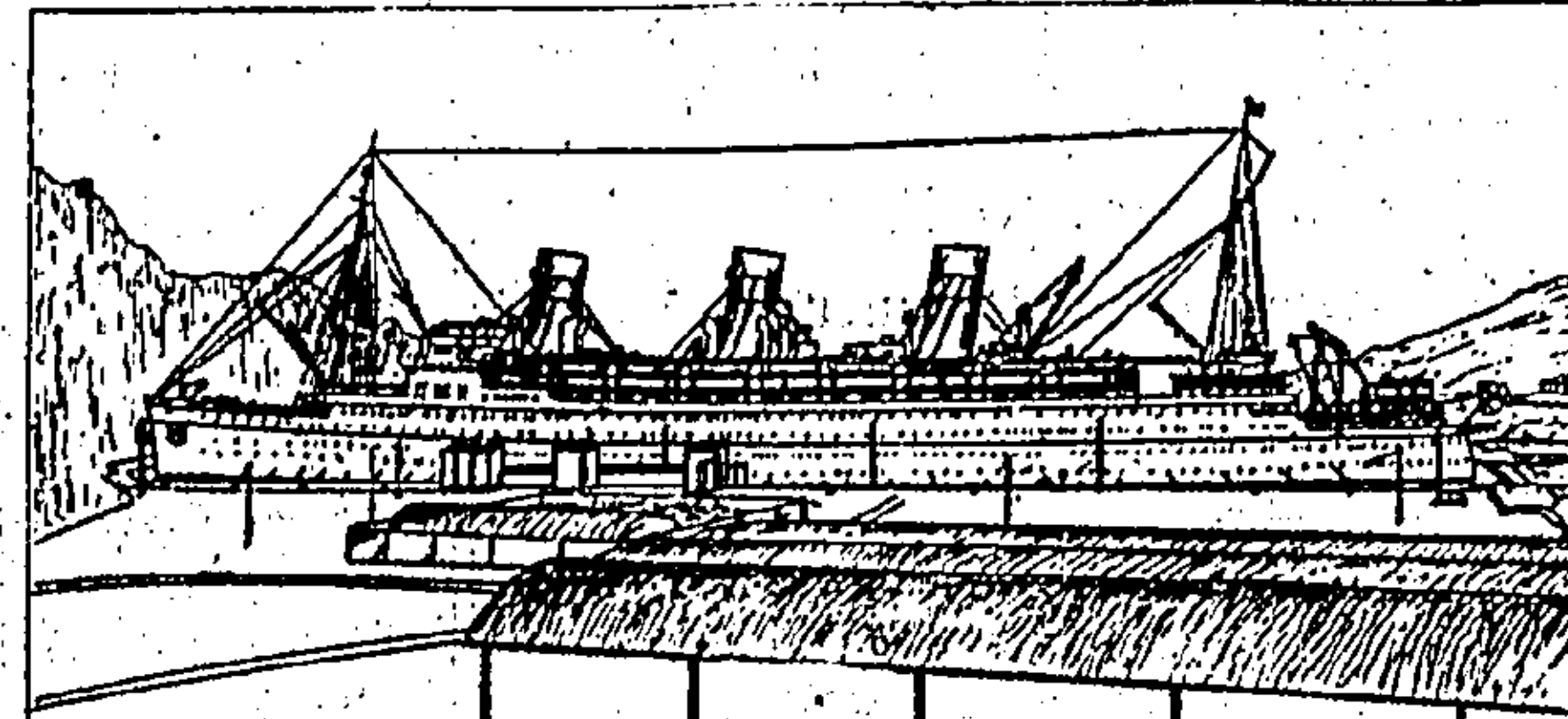
DATE	HIGH WATER	LOW WATER
March	Standard Time	Standard Time
Thurs 18	11 20	5 10
Fri 19	12 44	6 10
Sat 20	1 45	6 3
Sun 21	2 15	6 15
Mon 22	3 15	6 15
Tues 23	4 15	6 15
Wed 24	5 15	6 15
Thurs 25	6 15	6 15

THE HONGKONG & WHAMPOA DOCK CO., LTD., HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG" KOWLOON, HONG KONG. Telephone: 28020.
KOWLOON DOCK 58052.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND
ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS,
FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyds
List of
approved
Cast
Steel
Manufac-
turers.



Harbour
Call Flags
Engineer
"K."
Boiler-
maker
"V."
Shipwright
"L."

T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions:—665'0" O.A. x 83'6" x 48'6" Mtd. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" over sill, H.W. O.S.T.

Salvage Tug "Henry Kewick," 2,000 H.P. Wireless Call Signal V.P.B.T. and Flag

Call Signal T.H.Q.B. Shearlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

WATSON'S
Celebrated
DRY GINGER ALE

Its unique "dryness" delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the world.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.

LOOK! LOOK!! LOOK!!!



THE LUK CHEONG HYGIENIC LAUNDRY.
Contractors to Units of the British Army For The Past 30 Years.

Army Units, Hotels, Schools and Families Catered For. Give Us A Trial—Satisfaction Guaranteed. We Make Your Old Linen Look Like New And By Our Up-to-Date Methods Prevent Your New Linen From Looking Old!!!

Our Charges Are Small in Spite of the Little Value of the Large Dollar.

Write At Once For Quotations.

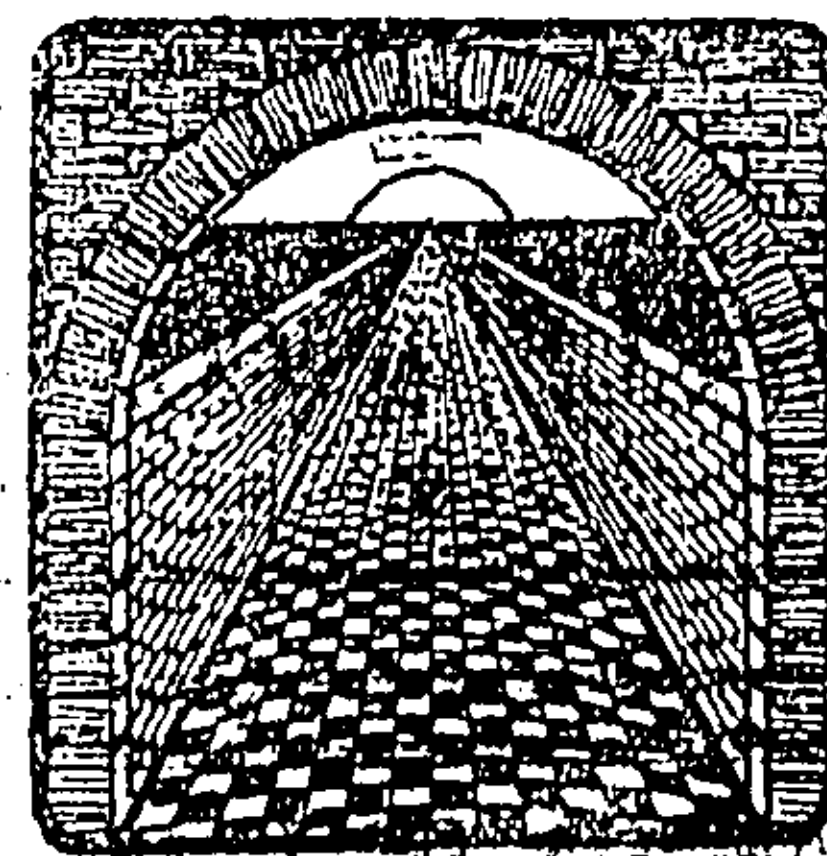
Address:—
The Luk Cheong Hygienic Laundry,
Nos. 3, 6, 7, 8 & 9, Government Laundries, Kennedy Road.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS AND TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1/2-ton—
Delivered to Peak District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Pokfulam Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required. All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.
Head Office:—TIENTSIN.
DODWELL & CO., LTD., Agents, Hong Kong.

STAR
ONE NIGHT ONLY.
The Sensation of the Century
MUSIC
FROM THE
ETHER
introduced by
MAURICE and GINETTE MARTENOT
COMING SHORTLY

TRAVELLING GOODS
AT
WHITEAWAYS

CABIN TRUNKS
SUIT CASES
ATTACHE CASES
WARDROBE TRUNKS
TAXI SUITCASES
AIRPLANE CASES
SOILED LINEN BAGS
RUG STRAPS
TRAVELLING RUGS

LOWEST POSSIBLE PRICES.
CALL AND INSPECT
First Floor Showrooms.
WHITEAWAY LAIDLAW & CO., LTD.
HONG KONG.

The China Mail
[Every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$35, payable in advance. Local delivery free.]

Overland China Mail.
[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$10, payable in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WINDHAM STREET,
HONG KONG.

TELEPHONES:
Business Office: 2022.
Editorial Department: 2461.
Cable Address:—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all communications should be made payable.

London Office:—S. H. Bywaters & Co., Ltd., 7 Garrick Street, London, W.C.2.

ANNOUNCEMENT.

Mr. and Mrs. Ho Kwong, have pleasure in announcing, that the marriage of their eldest daughter, Mary, to Mr. Sai-wa Liang, B.A., Oxon., will take place on Monday, March 30, when a reception will be held at the Roof Garden of the Hong Kong Hotel at four o'clock the same afternoon. All friends are cordially invited to the reception. No cards will be issued.

Hong Kong, Thursday, March 19, 1931.

BRITAIN'S CHANCE.

The British Empire Trade Exhibition in Buenos Aires, which the Prince of Wales opened on Sunday, is a symbol of the traditional ties of friendship between Britain and South America which go back well into the last century. "The services rendered in the past to the cause of liberty by individual Britons," it has been well said, "are remembered in South America to-day with gratitude and affection; and this prestige may without doubt be attributed to the liberal support given by British Foreign Ministers to South American countries in the nineteenth century, to their statesmanship, and their practical sympathy with the aims and aspirations of the South American people."

Besides these historical, sentimental ties, a series of economic links have developed between the South American Republics and Britain. It is no facile truism to say that Argentina, for example, occupies a position of economic inter-relationship with Britain for which no precise parallel exists outside the Empire. Argentina's dependence on the British consumer and his purchasing power is absolute in the case of

meat and considerable in regard to other products.

No less an authority than the D'Abernon Trade Mission has made the weighty pronouncement that if Argentina is to maintain her relative economic position "it will be by British co-operation, through holding open a free market for Argentine production and through the further investment of British capital"—which already, in fact, amounts to over £600,000,000.

Before the War, the economic relations between the Republic and Britain were, on the whole, to be regarded as satisfactory. Since the War, from a variety of causes, the preponderance of imports from the United States and Germany has been very marked. British imports have maintained, in certain of the older-established lines, an adequate proportion of the trade. It has been in the newer lines—motor-cars, wireless and radio appliances, electrical and agricultural wares—that Britain has lagged. That this is merely a temporary condition is probably true. But in Britain crushing taxation, the absence of tariffs with which to bargain for reciprocity, heavy production costs and overhead charges, and the general uncertainty as to the whole position, have, in the words of Sir Charles Bedford, the founder of the Anglo-Spanish Institute, "tended to create a spirit of excessive caution which has been interpreted in certain quarters as an indication that those sterling characteristics of enterprise and energy for which, in the past, Britain has justly been noted, are on the wane."

Some British firms—though too few at present—are second to none in the world in matters of business activity, ability, and enterprise in Latin-American markets. It is for the benefit of the large number, especially of smaller firms, that one enquires what may be done to help in the struggle.

Unlike the German, the Briton in the past has been averse to combinations in trade, even with other non-competing units in the same line. The report of Lord D'Abernon's Mission to South America emphasised the great success that has been achieved there by combinations of British firms even in limited trading spheres. The lack of combination among smaller British trading units for the purposes of counteracting the enormous advertising propaganda activities of their rivals is striking.

Doubtless the British Exhibition in Buenos Aires—due very largely, no doubt, to the initiative

and drive of the British-Argentine colony—is a splendid effort in the right direction. It inevitably leads one to the conclusion that an exhibition on similar lines might in the near future be arranged in Hong Kong or Canton for the encouragement of Sino-British trade. One earnestly hopes that its effects may not be, as has been the case so often before, more or less rapidly evanescent; that it will be made clear that goods can be offered at a competitive price to the ultimate purchaser.

News in Brief.

The lowest open air temperature yesterday was 60 degrees. The humidity was 76 degrees both at 10 a.m. and 4 p.m.

The annual dinner of the Oxford and Cambridge Society will take place in Lane, Crawford's Restaurant on Saturday at 8.15 p.m.

The annual general meeting of the Union Waterboat Co. Ltd., will be held in the offices of Messrs. Dodwell & Co., Ltd., on March 31, at 3 p.m.

Dr. Li Shu-pui's lecture "Post Graduate Studies Abroad" which was postponed by the University Medical Society, will take place on Tuesday at 6.15 p.m. in the Union Assembly Room. All are cordially invited.

The marriage of Mr. Sai-wa Liang, B.A., Oxon., to Mary, eldest daughter of Mr. and Mrs. Ho Kwong, will take place on Monday, March 30. A reception will take place at 4 p.m. in the roof garden of the Hong Kong Hotel.

General Wu Ting-yang, ex-Commissioner for Reconstruction in Kwangsi, left Hong Kong yesterday morning on a Japanese steamer for Shanghai to interview President Chiang Kai-shek on behalf of General Wang Shao-hung.

Professor L. Forster, M.A., will deliver a lecture on "The Position of Chinese Study" on Wednesday at 8.30 p.m. in the Union Assembly Room, when the next meeting of the Education Society is held. All interested are welcome.

Suddenly seized with a fit of madness, a three-months-old brown Airdale dog bit Mrs. Hunt, wife of Mr. J. H. Hunt, on the left leg at 3, King's Park-Drive yesterday. She was taken to the Kowloon Hospital, whilst the dog was sent to Ma Tau Kok for observation.

A fine of five dollars or ten days' jail was imposed on five Chinese who were caught trespassing on Crown Land in Kowloon City. In the Police Court this morning, they pleaded that they were unaware that the land was Government property, and they were clearing a space in order to plant potatoes.

Yesterday afternoon, at the assizes, the Acting Puisne Judge (Mr. Justice R. E. Lindsell) passed sentence of six years' hard labour on Fong Ping, charged with assault, with four persons unknown, on Wong Sik-chuen, a Chinese doctor living on the second floor of 60, Leichikok Road, with intent to rob him.

Lady Peel has consented to perform the opening ceremony of an exhibition at the Po Leung Kuk tomorrow at 11 a.m. when a variety of work made by the women inmates will be on display. The foundation stone of the new Po Leung Kuk in Leighton Hill Road will be laid by His Excellency the Governor on Monday at 3 p.m.

Mr. E. W. Hamilton (as Coroner) sitting with a jury at the Kowloon Magistrate's Court yesterday afternoon, conducted an inquiry into the death of a Chinese youth, Kwok Ping, who was knocked down by a motor bus in Shanghai Street and killed on January 30. The jury returned a verdict of "Accidental Death" and attached no blame to the driver.

Fung Tang, an assistant commander on the S.S. Kwong Tung, who with two others are charged with breaches of the Opium Ordinance, made a further appearance before Mr. Schofield in the Central Police Court yesterday afternoon. The first accused was discharged. The case against the other two was adjourned to next week.

Miss Violet Capell informs us that the gross takings from the two entertainments given in the Theatre Royal on March 4 and 6 amounted to \$1,551. In the meantime she is forwarding a draft to the London Hospital for \$10, and is also making some donations to deserving local charities. Miss Capell also wishes to thank all her pupils who so generously contributed toward the gift which has been presented to her.

A lecture on "Progress Conditioned by Law and Commerce," will be delivered by the Rev. Father G. Byrne, S.J., D. Phil., on Tuesday at 8.30 p.m. in the Union Assembly Room of the University.

The steam launch Hoi On is reported to be aground on a spit running out of the foreshore of Ching Hui Island, near Castle Peak Bay. No damage has been done to the hull, and no casualties are reported.

A year's hard labour was passed on Leung Tai-shing in the Kowloon Police Court this morning for returning from banishment within the prohibited period. He was sent away in February, 1930, for ten years.

That he picked them up in Nathan Road was the excuse proffered by Pun Yuk, who was sent to prison for fourteen days by Mr. E. W. Hamilton in the Kowloon Police Court for having unlawful possession of eight iron rods in Canton Road.

A Chinese boy, Chan Fat-cheun, appeared in the Kowloon Police Court to-day charged with the theft of \$1.43 from a stall in Peiho Street. He snatched a basket in which the money was contained, and bolted. Eight strokes of the cane was ordered.

The Police Armoury Department has suffered a loss in the death of Tsai Cheuk (60), who passed away suddenly this morning in his home. He had been ill for a few days. He joined the Police as an armourer in 1924, and was formerly connected with the Royal Army Ordnance Corps.

A girl, Cheung Ngau-nai, aged three years, was taken to the Government Civil Hospital yesterday suffering from injuries to her mouth, caused by a chopstick. The infant accidentally fell out of bed on the first floor of 53, Second Street, West Point, the chop stick being in her mouth at the time.

To-day in the Kowloon Police Court, Li Kin, a coolie, was sent to jail for one month for having unlawful possession of four cotton singlets, which he alleged he picked up from underneath a mat on a P. & O. ship last Saturday. "Every one likes a few singlets to wear," he replied when asked why he took them away.

BRUTAL MURDERS OF EUROPEANS.

Lady Missionaries Killed in Bed.

CHILDREN UNHARMED.

Shanghai, Yesterday.

The Seventh Day Adventist Mission here has received a wire from Yunnanfu stating that Mrs. White and Mrs. Miller were murdered in bed on Monday morning.

One was found dead, and the other passed away in Yunnanfu hospital shortly afterwards.

Mrs. White's two children were present, but were unharmed. The women's husbands, however, are at present at Talfu, 200 miles and ten days' journey from Yunnanfu.

The wire does not mention the cause of the murders nor who the perpetrators were.

Peking, Yesterday.

It is learned that the murdered missionaries at Yunnanfu, Mrs. Miller and Mrs. White, were killed during the night by discharged servants, who fractured their skulls with hatchets, apparently while they were asleep.

Hitherto there have been no arrests.

Political Motive?

A foreign official message from Yunnanfu, dated the 16th inst., states that two American missionary ladies were murdered there the previous night but their names are not given.

The crime is not believed to have been connected with the political troubles in Yunnan where the situation is still confused.

Four recalcitrant Generals have failed to agree regarding the constitution of the government so they are requesting Lung Yun to return to take the post.

Priest Released.

Peking, Yesterday.

The Apostolic Delegation has received a telegram from Mgr. Falconi stating that Father Filla has been released. The telegram is dated from Nanchang, Shensi, the 9th inst.

The Delegation states that this leaves four Catholic missionaries still in the hands of the bandits or "Rods," namely Fathers Tierney, Hidalgo, Avito and von Arx. It does not mention the Italian Fathers Icasaro and Leopoldo, captured at Lichow, Hunan, last November, concerning whose release no news has been received here as yet.

A message from Fathers Nelson and Tvedt, dated the 11th inst., states that their health is good and that they are still held by bandits in Anhui.—Reuter.

SKING TO SCHOOL.

Incessant Snow In Switzerland.

Berne, March 10.

Not for fifty years has Switzerland experienced such Arctic cold conditions as at present.

It has snowed incessantly since Saturday and the whole country is covered by a phenomenal mantle of snow. Tradesmen in several towns are delivering goods on skis. Even in the capital there is a depth of three feet of snow and the streets are alive with youngsters sking to school and business men sking to office.

Traffic has almost stopped at Basle and in mountainous areas conditions are much worse.

Two trains have been derailed owing to the depth of the drifts.

There were no casualties.—Reuter Wireless.

SUBSIDY FROM MOSCOW.

Allegations Against Certain Swedish Newspapers.

Stockholm, March 11.

A German named Kuehl was arrested in a restaurant here while dining with two Russian journalists.

It is alleged that documents found in his rooms show that certain Communist newspapers in Sweden were subsidised from Moscow. The documents also contained reports on the political situation in Sweden.—Reuter Wireless.

Ten Years Ago.

[From the "China Mail" of March 19, 1921.]

To-day's dollar is worth 2 1/4/4d.

In consequence of the Chinese hotels and restaurants having combined in a boycott of the fish dealers' guild in order to bring pressure to bear in a dispute over refunds to hotels at the end of each month, customers at Chinese hotels can have no fish.

Local firms and factories that pack stuff for export have been tied up lately by a strike of those who prepare the packing materials.

CORRESPONDENCE.

"MILK OF HUMAN KINDNESS."

[To the Editor of the "China Mail"].

Sir,—I noticed in your yesterday's issue that the Dairy Farm Company states that it may be necessary to raise the price of milk, and a little further down the column decided to give a 10 per cent. bonus to the staff!!! I would suggest that if they do raise the price, the milk should be sold in bottles specially marked "The milk of human kindness."

Yours, etc.,
P. O. K. FULLEM.
Hong Kong, March 19.

TARIFF SCHEDULE.

REVISION OF SCALE IN CHINA PROPOSED.

DEFICIT OF \$143,000,000.

Nanking, Yesterday.

Mr. T. V. Soong has submitted to the Central Political Council a memorandum proposing a revision of the export tariff schedule. He suggests that the old export tariff rates collected ad valorem shall remain at 7.5 per cent, but that export duties collected according to quantity shall be increased from 3 per cent. to 5 per cent.

The memorandum points out that a deficit of \$143,000,000 is expected for the current fiscal year, and that urgent measures will be necessary to meet the financial stringency. It goes on to state that the existing export schedule was promulgated seventy years ago, and is unsuitable for present conditions; and declares that the increase will be very small and will not have any adverse effect on the trade or industry of China.—Reuter.

SHIP OVERLOADING.

CAPTAIN BOUSFIELD FINED \$200.

Captain Bousfield, master of the S.S. Tai Lee, was fined \$200 in the Marine Court this morning for overloading his ship at the Ping On Wharf at 7 p.m. on March 17. He pleaded "guilty" but said that during the afternoon of the day in question he was not on board the ship, and the people on board took on cargo before bunkering coal with the result that when the coaling was completed the vessel was overloaded.

In convicting the "Hon." Comdr. G. F. Holt, R.N. (retired), said that as Mr. Bousfield was the captain of the boat, he must hold him responsible.

FAMILY OF NINE KILLED.

Death-Roll Lower Than
First Feared

BALKAN EARTHQUAKE.

Vienna, March 10.
It is now believed that the death-roll in the Balkan earthquake does not exceed more than 80 or 100 people, which is somewhat lower than at first feared.
The latest news from the stricken zone states that altogether 21 villages in southern Yugoslavia have been damaged by shocks and 14 villages have been practically wiped out. It is estimated that about 2,000 houses have been destroyed.
The work of removing the debris led to some tragic discoveries. A whole family of nine people were found dead at Stivo beneath the ruins of their house, while six people of one family met a similar fate at Drutiste. One thousand families are without shelter in the district of Gervaheli alone.—Reuter Wireless.

ADRIFT ON ICE FLOE.

Fisherman's Remarkable Escape
From Death.

Riga, March 10.
Trotting with exhaustion, 14 Estonian fishermen dragged themselves ashore from an ice floe on the Latvian coast near Domneses. They had been marooned on the floe for a fortnight, and many days ago their relatives gave them up for lost.
The party was fishing from the island of Kuhn when the floe broke away and started rapidly drifting to sea. The fishermen's distress signals were not observed by passing vessels. The marooned men kept themselves alive by eating the raw flesh of seals. To quench their thirst they had only seals' blood. They had abandoned all hope when the wind suddenly steered the ice floe in shore.—Reuter Wireless.



"I must have ten pounds and don't know where I am to get it from."
"Good. I thought you were going to expect me to provide it."
—Passing Show, London.

AIR-MINDEDNESS.

High Commissioner Buys Prince's Machine.

London, March 10.
Sir Francis Humphreys, the High Commissioner for Iraq, has purchased the Prince of Wales' Puss-Moth aeroplane in which the Prince of Wales and Prince George flew to Paris on the first stage of their journey to Buenos Aires. King Faisal of Iraq has ordered a Puss-Moth for his own use similar to that now being built for the Prince of Wales.
When King Faisal's machine leaves England for Iraq it will head five Gipsy Moth military machines which will form the Iraq Air Force and will all be in charge of Iraqi pilots now being trained in England.—Reuter Wireless.

FRENCH IN MOROCCO.

Big Road and Later A Railway Planned.

Rabat, Morocco, March 10.
Without resistance the French troops have occupied Djebel Tassent and Tizi Oughmi, which have a strategic bearing on the pacification of Morocco.
When the operations have been completed it is intended to build a big road, probably followed by a railway, through northern and western Morocco.—Reuter Wireless.

LARGEST WARSHIP.

Hood Commissioned After Repairs
At Portsmouth.

London, March 10.
The battle cruiser Hood, the world's largest warship, was commissioned at Portsmouth to-day after reconstruction in the dockyard at a cost of £387,000.
She now carries a catapult for launching aircraft. Following trials she will be ready on May 12, the flagship of the battle cruiser squadron.—Reuter Wireless.

TIED TO STAKES AND WHIPPED.

Missionaries Tortured by
Chinese Bandits.

Washington, March 11.
Two missionaries, one an American, the Rev. B. N. Nelson, the other a Norwegian, the Rev. Kjelltor Tvedt, have been tied to stakes and whipped with bamboo poles by Chinese bandits, according to a note sent by the bandits to the American Consul-General in Hankow, informing him of the tortures and demanding that he "hasten the ransom money or worse would follow." The Consul-General informed the State department.
Mr. Nelson was captured at Kuangshien, in Honan, on October 5 and Mr. Tvedt was captured at Lushan on October 16. Both men are in the hands of the Reds at Hwanggan in Hupeh.
There are still 27 British, American, Italian, French, Swiss, Norwegian and Spanish missionaries in the power of bandits in various parts of China. Some of these have been captives for nearly a year.—Reuter Wireless.
Last October the American consul in Hankow received a letter from Hoshan, signed by Mr. Tvedt, stating that he was in the hands of the First Red Army, which was holding him "because of financial difficulties." The Reds demanded \$100,000 ransom.

BIRTH CONTROL.

Paris Court Condemns "Danger
To Morality."

Paris, March 10.
Artistic rights may not be advanced as a plea for preaching birth control, according to the Correctional Court, which has fined a cabaret singer 300 francs for producing a play advocating this controversial practice.
The court rejected the accused's plea of artistic rights and declared that the doctrine constituted a "danger to morality the existence of which, whatever certain people may think, is bound up with the very existence of society."—Reuter Wireless.

MUST LOOK 35.

Rejuvenation for Would-Be
Film Actor.

New York, March 10.
With a chance to make a debut in the talkies if he does not look over 35 years of age, the well-known actor Lou Tellegen is about to retire for ten days to undergo rejuvenation treatment consisting of facial painting in order to shrink the muscles back into their youthful lines.
Tellegen, who was born in Holland, only admits to being 44. He has been married three times. Recently he narrowly escaped being burnt to death through smoking in bed.—Reuter Wireless.

NOT TO ENTER CANADA.

Soviet Refuses Passport To Miss
Tolstoy.

Ottawa, March 11.
The desire of Miss Alexandra Tolstoy, the daughter of the famous writer, to come to Canada to continue her work as a writer and investigator of economic conditions has been frustrated by the Soviet Government's refusal to grant her a passport.
Miss Tolstoy is now lecturing in Japan and, in accordance with the regulations, the Canadian immigration officials have been compelled to forbid her entry to Canada.—Reuter Wireless.

IDLE IN SPAIN.

Extensive Scheme Of Public
Works.

Lisbon, March 11.
The Government has drafted an extensive scheme of public works which, in view of the urgency of the unemployment problem, may be undertaken without the usual legal formalities.
The Cabinet has delegated special measures to six different Ministers—Finance, Marine, Foreign, Commerce, Colonies and Agriculture.—Reuter Wireless.

SNAKES WANTED.

Jersey Parliament Forbids
Export.

London, March 10.
Unlike Ireland, Jersey wants no St. Patrick to drive its snakes into the sea. On the contrary, the Jersey Parliament has just accepted a measure prohibiting the export from the island of green lizards, grass snakes, toads and such reptiles, which it is claimed, are peculiar to the island and of great use to agriculture.—Reuter Wireless.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED
IN CHINA MAIL.

Social Functions.
To-day—Tea Dance at Hong Kong Hotel.
To-night—Dinner Dances at Peninsula and Hong Kong Hotels.
To-morrow—Yorkshire Society's Dinner.
Saturday—Cricket Ground, Cricket Club dance.
Saturday—H.M.S. Cumberland, R. E. Theatre, 8.30.
Saturday—Oxford and Cambridge Society dinner, Lane Crawford's Restaurant, 8.15 p.m.
Entertainments.
To-day—Queen's Theatre, "Love in the Rough."
To-day—Central Theatre, "Fashions in Love."
To-day—Majestic Theatre, "Student Prince."
To-day—Star Theatre, "Husband or Lover."
To-day—World Theatre, "Ben Hur."
To-day—Concert, Helena May Institute.
Sports.
See Diary on page 8.
Meetings.
To-morrow—Victoria Diocesan and Association, 5.15 p.m.
To-morrow—Hong Kong Automobile Association, Jardine Matheson Board Room, 5.30 p.m.
March 30—Society of St. George, Jardine Matheson's Board Room, 5.30 p.m.
March 30—Hong Kong & Whampoa Dock Co. Ltd., 2, Queen's Building, noon.
March 31—Union Waterboat Co. Ltd., at Messrs. Dodwell's Office, 3 p.m.

Home Mails.
To-day—Inward from Europe via Siberia (Eurylochus); from Europe via Negapatnam (Soudan).
To-morrow—Inward from Europe via Siberia (Suva Maru); from America and ports (Empress of Japan).
Lammer's Auction.
Tuesday—At 5, Cañarvon Bldg., Kowloon, household furniture, 10.30 a.m.
Miscellaneous.
To-day—Lecture by Professor C. A. Middleton Smith, University, 8.30 p.m.
To-morrow—Do Leung Kuk handicraft exhibition, 11 a.m.
Monday—Laying of foundation stone of new Po Leung Kuk by H.E. the Governor, 3 p.m.
Monday—St. Joseph's College prize distribution, 5 p.m.
Wednesday—Lecture by Prof. L. Forster, Union Assembly Room, University 8.30 p.m.

R.101 DISASTER.

ENQUIRY NOT YET
COMPLETED.

London, Yesterday.
It is officially stated that the report on the R101 disaster is not yet complete.
Mr. Montague stated in the House of Commons yesterday, in reply to a question about the Daily Herald's publication of a forecast, that no copy of the report had yet reached the Air Ministry.—Reuter.

BIRTHS AND DEATHS.

1930 Figures in England And
Wales.

London, March 11.
The lowest general death rate and the lowest infantile mortality were recorded in England and Wales in 1930, according to a summary issued by the Registrar-General which shows that there were 649,000 births and 455,000 deaths in that year.
While the death rate and infantile mortality rates were both the lowest ever recorded, the birth rate was the same as in 1929, which was the lowest ever recorded.—Reuter Wireless.

LAKE RISES 60 FEET.

Increased Activity Of Awoe
Volcano.

Manado, North Celebes, Mar. 12.
The Awoe volcano in the Sangi Island group is increasing in activity.
The lake in the crater has risen 60 feet and is becoming hotter. Four native villages have been evacuated.—Aneta.

POISON. BOOTY.

Enough To Kill Everyone In
Berlin.

Berlin, March 11.
Enough poisons to exterminate the whole population of Berlin were stolen during the night by burglars from a chemist's shop here.
The police are making a great effort to find the burglars and their booty, but so far no trace has been found of them.—Reuter Wireless.

NEW ADVERTISEMENTS

GANDE, PRICE & CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Companies Office, No. 2, Ice House Street (St. George's Building), on FRIDAY, the 27th March, 1931, at 12 o'clock noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ended 31st December, 1930.
The TRANSFER BOOKS of the Company will be CLOSED from the 23rd March, 1931, to the 27th March, 1931, both days inclusive.
C. BOND, Secretary.
Hong Kong, 19th March, 1931.

FOR SALE

FOR SALE—BABY CINE MOTO-CASPERA, 12.7 Lens, complete with leather bag, and Projector with motor and resistance in wooden case, condition new. Price \$180. Write Box No. 551, c/o "China Mail."

BRITAIN'S POLICY.

How Indian Suspensions Were
Dispelled.

London, March 11.
The Prime Minister, in a speech which he made last night, referred to the India Round-Table Conference and to the change that came over the delegates after their arrival in London.
When they came, he said, they were full of suspicion and would hardly talk in a perfectly open way. They seemed to think that, at some unexpected moment, a surprise would be produced, proving that the policy of the British delegates was not quite so straightforward as it appeared to be.

They discovered, however, that that was altogether a mistake. They discovered that the Government and other British delegates meant to give them a perfectly straight deal; that they believed in the mid-Victorian virtue of liberty; that they believed in what they said.

In the Round-Table Conference came the co-operation of all sides, of men of all creeds and all classes in India.

He was sincerely convinced that their duty, and their pleasure, was to sit all together to consider the views on co-operation, with each other and with the British delegates, to find a solution to those problems. That was the secret of the success of the Conference.

They went home to tell India that those who did not come over had made a profound mistake and to persuade them that they ought to turn over and join in the negotiations that had begun.

That was the reason why, since they went home, such admirable results had been reached, with Mr. Gandhi.—Reuter Wireless.

THE HONG KONG JOCKEY CLUB.

CLASSIFICATION.

OWNERS desiring Classification of their Ponies for the Easter Extra Meeting must notify the Secretary by Noon on TUESDAY, 24th March, 1931, stating Names of Ponies to be Classified.
By Order,
C. B. BROWN, Secretary.
Hong Kong, 19th March, 1931.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 23rd day of March, 1931, at 9 a.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one lot of Crown Land at Repulse, Bay in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.
PARTICULARS OF THE LOT.

No. of Lots	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Hectares	Area in Gals.	Area in Litres
1	1.0	4,840	107,639	1.0	1.0	13,608	13,608
2	1.0	4,840	107,639	1.0	1.0	13,608	13,608
3	1.0	4,840	107,639	1.0	1.0	13,608	13,608
4	1.0	4,840	107,639	1.0	1.0	13,608	13,608
5	1.0	4,840	107,639	1.0	1.0	13,608	13,608
6	1.0	4,840	107,639	1.0	1.0	13,608	13,608
7	1.0	4,840	107,639	1.0	1.0	13,608	13,608
8	1.0	4,840	107,639	1.0	1.0	13,608	13,608
9	1.0	4,840	107,639	1.0	1.0	13,608	13,608
10	1.0	4,840	107,639	1.0	1.0	13,608	13,608

H. HOGARTH & SONS.

NOTICE TO CONSIGNEES.

Steamer: "BARON OGILVY"
From ANTWERP.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence an l/cr from the wharves delivery may be obtained.

Optional Cargo will not be landed here unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 24th instant will be subject to rent. All claims against the vessel must be presented to the Underwriter on or before the 3rd prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st and 24th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 18th March, 1931.



PRINCIPALS

Miriam Licette—Doris Vane—Muriel Brunskill
Heddie Nash—Harold Williams—Robert Easton

AND

B. B. C. CHOIR

Sixteen Records in Art Album

OTHER COMPLETE OPERAS

TANNHAUSER—

RIGOLETTO—

IL TROVATORE—

MANON—

PAGLIACCI—

THE ANDERSON MUSIC CO., LTD.

BOLS LIQUEURS



DO YOU REALIZE THAT EVERY BOLS BOTTLE CONTAINS A LIQUEUR OF QUALITY? PERHAPS NOT THE CHEAPEST BUT CERTAINLY THE BEST BRAND ON THE MARKET. EVERY BOLS BOTTLE IS GUARANTEED BY THE LABEL!

Sole Agents:—
CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinance of Hong Kong).
Prince's Building, Ice House Street, Hong Kong.
Tel. 20075.

Correct Styles FELT HATS:—



Andrews,
Battersby,
Borsalino,
Cambiaghi,
Hardeman,
Ward's,
etc., etc.

THE BAKILLY CO., LTD.

153-155, Des Voeux Road Central.

PHOTO SUPPLIES.
PHOTOS TAKEN DAY AND NIGHT.
Zeiss, Kodaks, Cameras, Films, Plates, and Papers, etc.
Developing, Printing and Enlarging.
AT 24 HOURS SERVICE
Price Moderate.

A Trial Order is Solicited.

THE KWONG KWUI CO., LTD.

74, Queen's Road Central, Hong Kong.
Tel. 22170.

Haig
SCOTCH WHISKY



JOHN HAIG & Co. Ltd.
(Incorporated in Scotland)
MARKING, SCOTLAND.

Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande, Price & Co., Ltd., Sole Agents for Hong Kong."

Sole Agents:—

GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street.
Dial 20135. Hong Kong.

CENTRAL THEATRE

COMING SOON

A GALAXY OF BRITISH STARS
IN A BRITISH "TALKIE"
PRODUCED IN A BRITISH STUDIO



ALL'S BUTTION
A Gaiety British All-Dialogue
Production
Directed by W. P. KELLAND
Starring
TUBBY EDIE, ALF CODDARD
NORA SWINBURNE & POLY WARD
Dressed in W. A. DARLINGTON'S
Famous Farce Extravaganza

Straw Hats for the Lassies

in

Plain White

Fancy Trimmed

Jack Tars.

also

White Drill & Pique

with

Coloured Linings.

LANE, CRAWFORD, LTD.

Children's Department.

GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg.

Corner of Des Voeux Road C. and Chater Road.

**LINENS, LINGERIE, PYJAMAS, GIFTS,
NOVELTY JEWELLERY, ETC.**

HONG KONG SHANGHAI MANILA.

RE-STRINGING & REPAIR.

Please do not get your old Tennis Rackets Restrung and Repaired through an irresponsible agency. We specialise in this line and Guarantee Satisfaction. All Strung Rackets are Re-shaped, Re-glued, Cleaned, Polished and Made as Serviceable as New. No Extra Charge for Re-shaping and Petty Repairs.

MAMAK & CO., Sports Outfitters,
Tel. No. 56469. 29, Wing Lock Bldg., Peking Rd., Kowloon.

FOR BETTER RECEPTION USE "DIAMOND" TUBES.

HUNG MING ELECTRIC CO.
157, Des Voeux Road, Central.
HONG KONG.
Tel. 25163.

AT PRESENT OUTDOOR WORK ONLY

K. FUJIYAMA PHOTOGRAPHER.

NIGHT PHOTOGRAPHY & ENLARGEMENTS A SPECIALITY. ENLARGEMENTS CAN BE MADE FROM ANY PHOTOGRAPH. NEW, OLD OR FADED.

WEDDINGS, GROUPS AND INTERIORS A FEATURE.

SPECIAL ATTENTION GIVEN TO DEVELOPING, PRINTING AND ENLARGING AMATEURS' PHOTOGRAPHS AT A VERY MODERATE CHARGE.

PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer in the City and better than 95 % of them

TEMPORARY OFFICE:

214, Johnston Road, Hong Kong.

Sport Columns

HOME FOOTBALL LEAGUE.

Exeter City and Hull Defeated.

CELTIC DRAW WITH HEARTS.

In the Southern Section, of Division III, of the English League Southend improved their position by defeating Exeter City (the surprise packet of the Cup ties recently) by a margin of four goals.

York, in the Northern Section, had Hull City, as visitors and won by the odd goal in five.

Five matches were played in the First Division of the Scottish League, the outstanding result being the draw between the Hearts and the Celtic on the former's ground in Edinburgh. In consequence Celtic's possible points are reduced to 61—the same as the Rangers—the next best being Motherwell with a possible of 60. Rangers played Falkirk on Ibrox Park, but the outcome—only a goal win—did not flatter the League champions.

Kilmarnock played Aberdeen at Rugby Park and shared the points. Cowdenbeath met St. Mirren on their own ground and beat the Paisley team by a margin of two goals.

Dundee engaged Ayr United, the result never being in doubt, the "honest men" being three goals in arrears at the finish. They will have to effect some surprises within the next few weeks if they desire to avert going down to the Second Division along with East Fife.

Results as cable by Reuter—

ENGLISH LEAGUE.

Division III.—South.	
Southend	5 Exeter
York	3 Hull City
Division III.—North.	
Kilmarnock	1 Aberdeen
Rangers	1 Falkirk
Cowdenbeath	3 St. Mirren
Hearts	1 Celtic
Dundee	5 Ayr Un.

REVISED TABLES.

ENGLISH LEAGUE.

Division III.—South.	
	Goals.
Notts Cnty.	33 21 7 5 83 36 40
Northampton	33 16 8 9 65 41 40
Southend	33 18 4 11 67 50 40
Brentford	32 15 6 11 74 55 38
Crystal Palace	32 16 5 11 83 57 37
Brighton	32 13 11 8 61 40 37
Torquay	32 15 7 12 71 68 37
Fulham	32 15 6 12 62 60 35
Watford	32 14 7 12 61 55 35
Leamington	32 14 7 12 63 45 35
Bournemouth	32 12 11 9 58 47 35
Coventry	32 14 6 13 64 49 33
Swindon	32 15 3 15 67 72 33
Exeter	32 12 9 12 59 70 33
Queens P.R.	32 14 3 15 65 60 31
Gillingham	32 10 10 13 47 57 30
Reading	32 10 9 13 57 50 29
Walsall	32 11 6 15 67 67 29
Clapton O.	30 11 5 14 49 50 27
Walsall	32 10 7 16 65 78 27
Thames	32 10 5 18 44 80 25
Newport	32 9 3 21 60 96 21
Norwich	32 7 7 19 37 82 21
Division III.—North.	
	Goals.
Lincoln	32 21 5 6 77 37 47
Tranmere	32 21 5 6 77 37 47
Chorley	32 19 5 8 73 47 43
Wrexham	32 16 9 8 72 51 41
Stockport	32 18 5 10 62 45 41
Southport	32 16 6 9 71 49 38
Carlisle	32 16 5 12 61 83 37
Wigan	32 14 6 12 62 58 38
Hull	32 13 6 13 71 48 34
Gateshead	32 11 12 9 50 49 34
York	32 14 5 14 64 63 33
Accrington	32 14 5 10 68 98 31
Barrow	32 12 5 16 62 73 29
Darlington	32 11 5 16 54 47 28
W. Brighton	32 11 6 15 74 85 27
Rochdale	32 11 5 17 54 85 27
Doncaster	32 9 8 10 50 66 26
Hullfax	32 10 6 10 43 69 26
Rotherham	32 9 7 10 64 72 25
Crewe	32 11 3 18 65 76 25
Hartlepool	32 10 4 18 50 64 24
Nelson	32 5 7 21 35 81 17

Scottish League.

	P. W. D. L. F. A. Pts.
Rangers	32 22 5 5 80 25 49
Motherwell	32 21 0 5 80 38 48
Partick	30 19 7 4 81 29 45
Hearts	32 17 5 10 62 54 39
Dundee	31 17 8 11 61 49 37
Hamilton	32 15 4 13 52 49 34
Airdrie	32 15 4 13 51 50 34
Aberdeen	34 13 7 14 65 50 33
Cowdenbeath	31 13 6 12 46 50 32
Glyde	32 14 4 14 55 67 32
St. Mirren	31 11 7 14 48 55 29
Kilmarnock	31 11 5 16 48 53 27
Morton	31 12 5 15 58 67 27
Queen's Park	31 10 6 15 60 60 26
Falkirk	31 11 3 17 62 72 25
Leith	32 10 16 6 46 75 24
Hibernians	33 8 6 19 45 72 22
Ayr	30 3 10 17 37 80 16
East Fife	32 4 4 24 38 105 12

Points, Possible

	Pts.
Rangers	49
Motherwell	48
Partick	45
Hearts	39
Dundee	37
Hamilton	34
Airdrie	34
Aberdeen	33
Cowdenbeath	32
Glyde	32
St. Mirren	29
Kilmarnock	27
Queen's Park	26
Falkirk	25
Leith	24
Hibernians	22
Ayr	16
East Fife	12

DRAW IN FOOTBALL CHARITY MATCH.

Dickinson's "Hat Trick" Against Chinese.

POOR ATTENDANCE.

A disappointingly small crowd witnessed the charity football match between the Services and the Chinese at Sookunpo yesterday in aid of Naval and Military charities. Amongst those present were H.E. the Governor, Sir William Peel, H.E. Major-General J. W. Sandilands, G.O.C., and Capt. A. H. Walker, R.N., the Commodore.

The ball used in the match which was kindly presented by Messrs. Lane, Crawford, Ltd., was drawn for at the interval. A C.P.O. in the Royal Navy was the lucky winner. A ball presented by the H.K. Area Sports Board was also drawn for, Master Hollands holding the winning ticket.

The band of the 2nd Bn. Argyll & Sutherland Highlanders, by kind permission of Col. MacLaine and Officers delighted the small attendance with well-known selections before the game and during the interval.

After being two goals down at the interval, the Services rallied well in the second half to make a draw of the game at four goals all. The game reached a high standard throughout and the exchanges were both fast and clean.

Pencock opened the scoring a few minutes after the start, getting his head to a centre from Sansom. Chui scored the equaliser and a little later on gave the Chinese the lead, which Suen increased before the interval. Although two goals down, the Services had had their full share of the game, but had failed in finishing off their movements.

Commencing the second half in a strong position the Chinese scored their fourth goal when Chui netted with a first-timer from close range. A magnificent revival on the part of the Services' attack, however, placed the question of a runaway victory beyond doubt. Dickinson by means of a well-deserved "hat trick" placed the Services on level terms. His third goal was the result of a brilliant solo effort and brought him many rounds of applause. No further scoring took place, both defences holding their ground at all costs.

Result—
Services 4
Chinese 4

RYDER CUP PLAYER MARRIED.

Romance of the Golf Course.

JOLLY'S NEW SUCCESS.

A romance of the golf course recently culminated in the wedding at Princess Row register office of Herbert Charles Jolly, professional to the Foxgrove Golf Club, and Miss Joan Katherine Nalder, of Foxgrove Road, Beckenham.

The couple first met on a golf course, nearly two years ago, the bride being almost as keen a golfer as her husband, and the possessor of a single-figure handicap. Jolly is one of the twenty-four professionals selected to hold themselves in readiness for the Ryder Cup match against America at Scioto, Columbus, next June.

It is understood that the couple are to spend a golfing honeymoon on the Continent.

EASTER RACE MEETING.

It is announced in our advertising column that owners desiring classification of their ponies for the Easter Extra Meeting must notify the secretary of the Jockey Club by noon on Tuesday next, stating the name of the ponies to be classified.

RUGBY FOOTBALL.

The Rugby football match between the Club "A" fifteen and a Naval side which was to have been played on the Club ground yesterday, was cancelled.

The people who run lawn tennis in this country are curious folk. No sporting event is more cleverly boomed or staged than the Wimbledon championships; but when it comes to Britain's participation in international team championships, such as the Davis Cup and the Wightman Cup, the public are told as little as possible about the preliminaries.—H. R. MacDonald.

GRAND NATIONAL SWEEPSTAKE.

Grand Total of £2,000,000 Expected.

QUEUES IN DUBLIN.

London, Yesterday.
The subscription list of the Irish Grand National sweepstake closed at midnight. The total of the prize money is approximately £1,100,000. The grand total, including grants to the hospitals and expenses is expected to be nearly £2,000,000.

Long queues of purchasers waited outside the offices of the sweepstake in Dublin yesterday where a staff of 1,500 were dealing with a huge overseas post. Counterfoils are being kept in the strongroom and will be guarded by the Police when taken to the Mansion House for the draw on Monday.—Reuter.

Our Sports Diary.

LOCAL.

LAWN TENNIS—To-day—H.K.C.C. Tournament.

CHESS—March 27—Entries close for Kowloon Chess Club's Junior Championship.

April 7—Open Chess Championship commences.

FOOTBALL—Saturday—Senior Shield: Royal Artillery v. South Wales Borderers; Kowloon F.C. v. South China A.A.; Junior Shield—Navy v. Kowloon F.C.; Club v. Eastern F.C.

April 18—Sunday Herald Charity Cup Final—Scotland v. China.

HOCKEY—To-morrow—Caer Clark Cup—Kowloon Ladies' Hockey Club v. Diocesan Girls' School.

Saturday—Caer Clark Cup—Club de Reuicio v. St. Andrew's Club.

LAWN BOWLS—To-morrow—Kowloon Bowling Green Club—Annual Meeting, 5.45 p.m.

March 27—Lawn Bowls Association Annual Meeting.

ATHLETICS—Saturday—Central British School Sports, King's Park, 2 p.m.; St. Stephen's College Sports, Stanley, 2 p.m.

PENCING—Saturday—Tournament, Yacht Club, 3.30 p.m.

Monday—Pencing Club Meeting, Yacht Club, 5.15 p.m.

CRICKET—Saturday—Division I—Craigengower C.C. v. Indian R.C. (L.); Civil Service C.C. v. Royal Artillery (L.); Navy v. Hong Kong C.C. (F.); Division II—Hong Kong C.C. v. R.A.S.C. (L.); Indian R.C. v. Craigengower C.C. (L.); University v. Kowloon C.C. (L.).

BOXING—To-day, To-morrow, Saturday—China Fleet Amateur Championships (Finals), Theatre Royal.

RACING—Sunday—Fanning Hunt Club's Steeplechase Meeting.

April 4 and 6—Second Extra Race Meeting, Happy Valley.

April 18—Third Extra Race Meeting, Happy Valley.

SAILING—Monday—Entries close for Trevelyan Trophy.

Tuesday—Trevelyan Trophy, 4 p.m.

RUGBY FOOTBALL—March 25—Army v. Navy, Sookunpo, 5 p.m.

March 28—Club v. Navy, Club Ground, 8 p.m.

April 4—Club v. Army, Sookunpo, 8 p.m.

HOME.

FOOTBALL—Saturday—England v. Scotland (Amateurs), Chelsea.

March 28—Scotland v. England, Glasgow.

April 25—English Cup Final.

RUGBY FOOTBALL—Saturday—Scotland v. England, Murrayfield, Edinburgh.

April 6—France v. England, Paris.

ROWING—Saturday—Oxford v. Cambridge.

GOLF—March 24 and 25—Oxford v. Cambridge, Sandwich.

BOXING—March 25—A.B.A. Championships, Albert Hall.

RACING—March 26—Lincolnshire Handicap.

March 26—Liverpool Spring Cup.

March 27—Grand National Steeplechase.

HOCKEY—March 28—Scotland v. England, Perth.

LAWN TENNIS.

TRIO OF RUMJAHN'S SUCCESSFUL.

The programme in the H.K.C.C. Lawn Tennis Championships yesterday provided the three Rumjahns with victory. "S. A." played two matches during the afternoon, defeating W. N. Petch in the singles, and in partnership with his cousin "H. D." proved victorious against W. C. Hung and Chiu Chun-chiu. The full results were as follows:

Open Singles.
C. A. L. Rumjahn beat Tei Wai-pu 6-3, 6-2.
S. A. Rumjahn beat W. N. Petch 6-2, 6-1.

Open Doubles.
S. A. and H. D. Rumjahns beat W. C. Hung and Chiu Chun-chiu 6-2, 6-4.

Club Singles.
H. J. Armstrong and R. H. Wild (unseeded) 2-0, 6-1.

Club Handicap Singles "A".
W. M. Barton (rec. 3/6) beat G. W. A. Tufon (owe 3/6) 2-6, 6-1, 6-1.

FIGHTERS PAST AND PRESENT

JEM MACE ATONES

NOCTURNAL SAIL DOWN THE THAMES.

COUP DE GRACE

When Jem Mace returned to London, after his ignominious defeat by Bob Brettie, he found himself a very lonely man. On two previous occasions, when shirking to keep his engagement with the tough Mike Madden, he experienced what it was like to have people look on the street, or have contemptuous glances thrown at him when he tried to mix with men whom he once knew as friends.

Bad as it was then it was a mighty lot worse now. He was told bluntly to get out of the places where men met. Even in the byways of Shoreditch pavement urchins shouted after him and he went his way with bowed head and face flushed with shame.

Away from Shoreditch. There was precedent for the man to drown his shame and misery in the false panacea of alcohol, but Mace was not fated to fall into the thickest of the mire so that he could not rise again. His mind worked the other way. He would conquer this strange mental kink that, hitherto, had made useless the splendour of his body.

And so for some months he disappeared from his Shoreditch haunts and many of her erstwhile friends, not so wise in the ways of men as they thought, opined that Jem Mace, in deserting Shoreditch, had deserted pugilism.

Bottom Rung Again. But he had set out grimly to rehabilitate himself. He began again at the bottom rung of the ladder, taking on all who were prepared to battle with him for any sum they cared to table. He fought for fivers with the ability that deserved the richest prizes the ring had to offer.

In and course of time the East Enders of London began to talk about forgiveness. They recognised the spirit behind Jem's action, and like true sports they decided to give him another chance. The reports received in Shoreditch about Jem's fights were most favourable, and no one having as yet replaced him, he was approached and told that money in big enough amounts could be found to back him against any opponent he wished to meet.

The Arch Enemy. Jem Mace had no hesitation in naming the man he wanted to fight. "Get me a match with Bob Brettie," he answered. "I'll beat him, or die in the attempt," writes J. S. Barron in the Glasgow Evening News.

Brettie, now a prosperous innkeeper in his native town, intimated that it would not be worth his while training for a fight unless the stakes were £200 a-side.

The Cockneys had not bargained on such a big side-stake, but nevertheless they put it up, and Jem went into the strictest training.

Though Mace had regained the affections, to a certain degree (for after all he was still on trust) of the East End of London division, the Corinthians had neither forgotten nor forgiven, and it was a purely local crowd that accompanied Jem to Wallingford Road, where the battle was to take place.

The two sides met, and after the usual polite preliminaries, Jem and Bob faced up, nothing that matter-

ed in weight and height between them, Mace wearing an expression of grim determination, Brettie a self-satisfied grin on his jovial countenance.

But that smug grin soon disappeared. Jem started off as he had done at the previous meeting, and he carried on in the second round. There was no lying down this time, no desperate attempt to run away from the ring. Instead, a whirling cyclone that heeded no obstruction but was intended only on destruction.

After three rounds, Bob was showing visible signs of distress, and his face bore ample evidence of Jem's ability as a portrait painter.

Dramatic Interruption. Came the seventh round, and it took Brettie, game as a fighting cock, all his time to stagger to scratch. It seemed only a matter of minutes before he would be punched into insensibility, but Jem was cheated. Just when Brettie was being battered all over the ring a large posse of police, headed by Magistrates, arrived on the scene and put a stop to the proceedings.

The two principals with their backers and supporters entrained for London and arrangements were completed for carrying on the fight the following day.

Dodging the Law. That night word of Mace's wonderful display had travelled round London town, and when the two camps met at Euston next morning they were joined by a sprinkling of Corinthians. A special train was requisitioned to take the party to Southend where it was met by two river tugs who anchored at a quiet spot on the Thames estuary, where there was no fear of unwelcome interruption.

Jem started where he had left off the previous day, and with a terrific right he had the Brum's head bobbing like an obsequious commoner meeting royalty for the first time. But Brettie shook off the sleeping-draught effects of the blow, and went for his opponent like a mad bull.

The Coup de Grace. It was toe-to-toe stuff, and fast met flash with many a dull thud. The fight could not possibly last long.

The fifth round proved the last, and the final blows were delivered by Mace, a left and right to the middle of the head that sunk Brettie to his knees as if he had been struck with a battering ram.

Mace had come back with a vengeance. And such was the merit of his win that he was now in line for a fight with Sam Hurst for the championship itself.

Still Sceptic. Shoreditch was a place for merry-making that night. Jem had regained the pedestal, and three years after he had shirked Mike Madden, from which time his name had been associated with that fearsome word cowardice, he had found his way back to the hearts of men.

But though his East-End following were satisfied that there was no weakness in Jem, the sports of the West-End still had their doubts. They continued to think that

THE HONG KONG PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL.
HOTELS, LIMITED
In association with the Grand Hotel des Wagons Lits, Peking.

THE HARBOUR VIEW PRIVATE HOTEL.
9-12, Chatham Road, Kowloon.
Finest Situation on the Peninsula. Large Airy Rooms with Full
Benefit of the Cool Sea Breezes. Unequalled Cuisine.
Phone 56734. Proprietress:—Mrs. Gardiner. Cable Add. "Harview."

SAVARIN HOUSE

PRIVATE HOTEL.

31-34, Wing Lok Building,
1st floor. Tel. Add.
ALL MODERN CONVENIENCES.
UNPARALLELED CUISINE. "Savarin" H.K.
56780

ENCLOSED IN ORIENTAL FERNERY AND EASTERN CHARM.
SELECT PRIVATE HOTEL.

THE MARBLE HALL

21, Nathan Rd., Kowloon.
Telephone 57089.

Modern bathtubs
attached to each room,
and private garage
benefits motorists.

POST OFFICE NOTICE.

INWARD MAILS

FRIDAY, MARCH 20.
Shanghai and Europe via Siberia (London, Feb. 28) Eurylochus
Japan, Shanghai & Europe via Siberia (Lon. Feb. 28) Suwa Maru
Japan and Shanghai Shinyo Maru
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., Feb. 28) Empress of Japan
SATURDAY, MARCH 21.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Feb. 20) and Europe via Siberia (London, Mar. 2) President Garfield
SUNDAY, MARCH 22.
Europe via Negapatnam (Papers only, London, Feb. 19) Talma
MONDAY, MARCH 23.
Amoy Tilawa
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Feb. 27) President Jackson

OUTWARD MAILS

THURSDAY, MARCH 19
Amoy 3.30 p.m.
Shanghai and Wuchow 4 p.m.
Saigon 4.30 p.m.
Shanghai, Japan and Europe via Siberia 3.30 p.m.
Manila, Australia & New Zealand via Thursday Island
FRIDAY, MARCH 20.
Swatow, Amoy and Foochow 2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles
Suwa Maru (Due Marseilles, Apr. 19.)
G.P.O.
Registration Mar. 20, 4.30 p.m. Registration Mar. 21, 8.45 a.m.
Letters Mar. 21, 9 a.m. Letters 9.30 a.m.
SATURDAY, MARCH 21.
Hohow, Pakhoi and Halphong 8.30 a.m.
Manila 8.30 p.m.
Empress of Japan
SUNDAY, MARCH 22.
Bangkok via Swatow 9 a.m.
Swatow, Amoy & Formosa 9 a.m.
Manila 9 a.m.
Shinyo Maru
*Superscribed correspondence only.

HOLLAND AS SECOND COLONIAL POWER.

Population of Dutch Indies 60,000,000.

FRANCE OUSTED.

Amsterdam, Yesterday.
Holland has ousted France as the second Colonial power in the world, according to the census of 1930, just published. The population of Dutch Indies is 60,000,000 whilst that of the French Colonies does not exceed 59,000,000.—Reuter.

LOSS OF CUTLERY.

"SWEEP UP AMONG THE RUBBISH"?

DISCARDED BY SOLDIERS.

A further remand of one week has been granted in the case of Chan Fuk and Lau Mau, who are charged, respectively, with the larceny and receiving of a quantity of cutlery, the property of the N.A.A.F.I. at Shamshulpo Camp on March 17. After hearing the evidence in the Kowloon Police Court yesterday, Mr. Hamilton remanded the case till today in order to hear the evidence of the European in charge of the sanitary arrangements.

Private E. J. Crang, who acts in this capacity said that it was quite possible for the cutlery to get swept up among the rubbish and removed to the dustbin, but he was not prepared to express his opinion as to whether the first accused would be entitled to remove such things away without permission. He added that the accused had just returned from the Military camp at Fanning and it was quite probable that the cutlery had been obtained there, having been discarded by soldiers who wished to get replacements.

His Worship said that he would have to call further evidence from the military authorities, as there seemed to be some doubt as to whether the alleged larceny was due to negligence.

DISHONEST BAR BOY.

An aftermath of St. Patrick's Ball was brought to light this morning when Lau Hing, a bar "boy" from the Peak Hotel, was charged in the Kowloon Police Court with the larceny of a bottle of whiskey, two bottles of beer, two bottles of porter, two table napkins, 69 cigarettes, and a quantity of food, to the total value of \$33, from the Peninsula Hotel.

The "boy" was lent to the Peninsula Hotel on the night of the Ball, and was arrested in Paddar Street on his way back to the Peak at 2 a.m. yesterday.

Mr. E. W. Hamilton passed sentence of three months' imprisonment.

STOP PRESS

London, Yesterday.
The Lancashire Cotton Corporation, formed last year, has issued its first balance sheet, showing a net loss of £162,368, of which £286,300 is accounted by writing down stocks from cost to market price. The remainder related to the actual mill trading, principally due to the small percentage of machinery worked.—Reuter.

DEATH DUTIES.

DROP IN MILLIONAIRE ESTATES.

MR. NAPIER'S BEQUESTS.

London, Yesterday.
The falling in recently of several millionaire estates has relieved pessimism as regards the falling off in death duties.

The latest, which is most unexpected is £1,243,000 left by Mr. Montague Stanley Napier, former chairman of Napier and Son Limited, the motor-car and aeroplane engine makers. Death duties on the estate amount to £750,000.

Large sums are bequeathed on the death of the widow to his children and brother; while £10,000 and his properties at Dieppe and household effects at Cannes go to Norah Mary Fryer, to whom the residue is bequeathed upon trust for life; and £3,000 each is left to two lady secretaries.

The remainder of the estate is to be devoted to cancer research, whether in the United Kingdom or abroad. It is estimated that this sum will eventually amount to £700,000.

Mr. Napier designed the engines for the Gloucester-Napier seaplane used in the Schneider Trophy races.—Reuter.

VIKING TRAGEDY.

THIRTY-FOUR MISSING FROM SEALER.

BOY STOWAWAY.

St. John's, Yesterday.
An official tally proves that thirty-four are missing from the Viking, including the film director, Mr. Frissell, Cameraman Penrod and a 12-year-old stowaway.—Reuter.

PEKING AIR MAIL.

SERVICE TO BE OPENED ON APRIL 1.

DAILY FLIGHTS.

Nanking, Yesterday.
The Nanking-Peking air mail and passenger service is to be inaugurated on April 1.

Daily flights will be made with Stinson planes, from both terminals, with ten minute stops at Hsuehchow, Tainan and Tientsin. The planes will take off from Nanking at 8.30 a.m. and from Peking at 8 p.m., the trip to take seven hours.

The fare has been tentatively fixed at \$150 for a single and \$225 for a round trip. The fare between Tientsin and Peking will be \$16 for a single and \$27 for a round trip.—Reuter.

AIR MAIL.

Deputation Received By Lord Amulree.

London, March 10.
Discussing the question of an air mail to Australia with a deputation of business men, the Air Minister, Lord Amulree, said the question had been discussed at the Imperial Conference and proposals were now being considered by the Governments of India, the Straits Settlements and the Commonwealth. Inauguration of the scheme depended upon the financial support available.

The deputation urged the development of night air mails and the speeding up of air mails by the separation of passenger and mail traffic and the operation of the service on a 24-hour schedule.—Reuter Wireless.

GOLD STANDARD.

SWITZERLAND TO MINT NEW COINS.

Berne, Yesterday.
Switzerland is reverting to a gold standard.
New gold and silver coins will be minted.
The National Council has unanimously passed the new fiduciary law.—Reuter.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/- 3/4
Bank, on demand 1/- 3/4
Bank, 4 months' sight 1/- 5/16
Credits, 4 months' sight 1/- 15/16
Documentary, 4 months' sight 1/1 1/16
On Paris—
On demand 630
Credits, 4 months' sight 670
On New York—
On demand 24 3/4
Credits, 60 days' sight 25 1/4
On Bombay—
Wire 68 3/4
On demand 68 3/4
On Calcutta—
Wire 68 3/4
On demand 68 3/4
On Singapore—
On demand 44 1/4
On Manila—
On demand 49 1/4
On Shanghai—
On demand Tls. 76 1/4
Dollar 45 dis.
On Yokohama—
On demand 50 1/4
Sovereigns (Bank's buying rate) 1/- 3/4
Silver (per oz.) 14 3/16
Bar Silver in Hong Kong Nominal
Copper Cash Nominal
Copper Cents 3 1/2 prem.
Rate of Native Interest 3 1/2 p.p.a.
Chinese Sub. Coin 22 3/4 dis.
Hong Kong Sub. Coin par.

AMERICA INVADES ROUMANIA.

To Run Electric Power of the Nation.

LOAN OF \$10,000,000.

Bucharest, Yesterday.
The American enterprise which already controls the telephones in Roumania is about to take over the electric services corporation in Bucharest and eventually run the electric power of the whole nation.

The American Electric Bond and Share Corporation has signed a contract with the Government involving \$200,000,000, including an immediate loan of \$10,000,000 to the city of Bucharest.

There has been a recent American commercial invasion of Roumania which appears effectively to have cut out competition.

The new contract is regarded as more important than the matter of a French loan.—Reuter.

MURDER ATTEMPT.

JAPANESE WHO SHOT AT SOVIET OFFICIAL.

SENT TO PRISON.

Tokyo, Yesterday.
Sato, the assailant of the Soviet official Anikieff, was formally indicted to-day on a charge of attempted murder, and sent to prison.—Reuter.

[On March 16, Sato shot and dangerously wounded M. Paul Anikieff, the Soviet Commercial Counsellor, in the morning when he was leaving his residence. It seems that the assailant had been indignant for some time past at the Soviet attitude on the question of Japanese fishery rights.]

EIGHT SHOTS.

Intelligence Officer in Trans-Jordan Wounded.

London, March 11.
Dispatches from Transjordan report that eight shots were fired at the British Director of Transjordan Intelligence while he was motoring between Essalt and Amman. He was slightly injured.—Reuter Wireless.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 19th March, 1931.

STOCK	Buyers	Sellers	Open	Close	High	Low	Last dividend and when paid
Banks.							
Hong Kong Bank	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	(Final 25 bonus 1/11-1/12-1/13-1/14-1/15-1/16-1/17-1/18-1/19-1/20-1/21-1/22-1/23-1/24-1/25-1/26-1/27-1/28-1/29-1/30-1/31-1/32-1/33-1/34-1/35-1/36-1/37-1/38-1/39-1/40-1/41-1/42-1/43-1/44-1/45-1/46-1/47-1/48-1/49-1/50-1/51-1/52-1/53-1/54-1/55-1/56-1/57-1/58-1/59-1/60-1/61-1/62-1/63-1/64-1/65-1/66-1/67-1/68-1/69-1/70-1/71-1/72-1/73-1/74-1/75-1/76-1/77-1/78-1/79-1/80-1/81-1/82-1/83-1/84-1/85-1/86-1/87-1/88-1/89-1/90-1/91-1/92-1/93-1/94-1/95-1/96-1/97-1/98-1/99-1/100-1/101-1/102-1/103-1/104-1/105-1/106-1/107-1/108-1/109-1/110-1/111-1/112-1/113-1/114-1/115-1/116-1/117-1/118-1/119-1/120-1/121-1/122-1/123-1/124-1/125-1/126-1/127-1/128-1/129-1/130-1/131-1/132-1/133-1/134-1/135-1/136-1/137-1/138-1/139-1/140-1/141-1/142-1/143-1/144-1/145-1/146-1/147-1/148-1/149-1/150-1/151-1/152-1/153-1/154-1/155-1/156-1/157-1/158-1/159-1/160-1/161-1/162-1/163-1/164-1/165-1/166-1/167-1/168-1/169-1/170-1/171-1/172-1/173-1/174-1/175-1/176-1/177-1/178-1/179-1/180-1/181-1/182-1/183-1/184-1/185-1/186-1/187-1/188-1/189-1/190-1/191-1/192-1/193-1/194-1/195-1/196-1/197-1/198-1/199-1/200-1/201-1/202-1/203-1/204-1/205-1/206-1/207-1/208-1/209-1/210-1/211-1/212-1/213-1/214-1/215-1/216-1/217-1/218-1/219-1/220-1/221-1/222-1/223-1/224-1/225-1/226-1/227-1/228-1/229-1/230-1/231-1/232-1/233-1/234-1/235-1/236-1/237-1/238-1/239-1/240-1/241-1/242-1/243-1/244-1/245-1/246-1/247-1/248-1/249-1/250-1/251-1/252-1/253-1/254-1/255-1/256-1/257-1/258-1/259-1/260-1/261-1/262-1/263-1/264-1/265-1/266-1/267-1/268-1/269-1/270-1/271-1/272-1/273-1/274-1/275-1/276-1/277-1/278-1/279-1/280-1/281-1/282-1/283-1/284-1/285-1/286-1/287-1/288-1/289-1/290-1/291-1/292-1/293-1/294-1/295-1/296-1/297-1/298-1/299-1/300-1/301-1/302-1/303-1/304-1/305-1/306-1/307-1/308-1/309-1/310-1/311-1/312-1/313-1/314-1/315-1/316-1/317-1/318-1/319-1/320-1/321-1/322-1/323-1/324-1/325-1/326-1/327-1/328-1/329-1/330-1/331-1/332-1/333-1/334-1/335-1/336-1/337-1/338-1/339-1/340-1/341-1/342-1/343-1/344-1/345-1/346-1/347-1/348-1/349-1/350-1/351-1/352-1/353-1/354-1/355-1/356-1/357-1/358-1/359-1/360-1/361-1/362-1/363-1/364-1/365-1/366-1/367-1/368-1/369-1/370-1/371-1/372-1/373-1/374-1/375-1/376-1/377-1/378-1/379-1/380-1/381-1/382-1/383-1/384-1/385-1/386-1/387-1/388-1/389-1/390-1/391-1/392-1/393-1/394-1/395-1/396-1/397-1/398-1/399-1/400-1/401-1/402-1/403-1/404-1/405-1/406-1/407-1/408-1/409-1/410-1/411-1/412-1/413-1/414-1/415-1/416-1/417-1/418-1/419-1/420-1/421-1/422-1/423-1/424-1/425-1/426-1/427-1/428-1/429-1/430-1/431-1/432-1/433-1/434-1/435-1/436-1/437-1/438-1/439-1/440-1/441-1/442-1/443-1/444-1/445-1/446-1/447-1/448-1/449-1/450-1/451-1/452-1/453-1/454-1/455-1/456-1/457-1/458-1/459-1/460-1/461-1/462-1/463-1/464-1/465-1/466-1/467-1/468-1/469-1/470-1/471-1/472-1/473-1/474-1/475-1/476-1/477-1/478-1/479-1/480-1/481-1/482-1/483-1/484-1/485-1/486-1/487-1/488-1/489-1/490-1/491-1/492-1/493-1/494-1/495-1/496-1/497-1/498-1/499-1/500-1/501-1/502-1/503-1/504-1/505-1/506-1/507-1/508-1/509-1/510-1/511-1/512-1/513-1/514-1/515-1/516-1/517-1/518-1/519-1/520-1/521-1/522-1/523-1/524-1/525-1/526-1/527-1/528-1/529-1/530-1/531-1/532-1/533-1/534-1/535-1/536-1/537-1/538-1/539-1/540-1/541-1/542-1/543-1/544-1/545-1/546-1/547-1/548-1/549-1/550-1/551-1/552-1/553-1/554-1/555-1/556-1/557-1/558-1/559-1/560-1/561-1/562-1/563-1/564-1/565-1/566-1/567-1/568-1/569-1/570-1/571-1/572-1/573-1/574-1/575-1/576-1/577-1/578-1/579-1/580-1/581-1/582-1/583-1/584-1/585-1/586-1/587-1/588-1/589-1/590-1/591-1/592-1/593-1/594-1/595-1/596-1/597-1/598-1/599-1/600-1/601-1/602-1/603-1/604-1/605-1/606-1/607-1/608-1/609-1/610-1/611-1/612-1/613-1/614-1/615-1/616-1/617-1/618-1/619-1/620-1/621-1/622-1/623-1/624-1/625-1/626-1/627-1/628-1/629-1/630-1/631-1/632-1/633-1/634-1/635-1/636-1/637-1/638-1/639-1/640-1/641-1/642-1/643-1/644-1/645-1/646-1/647-1/648-1/649-1/650-1/651-1/652-1/653-1/654-1/655-1/656-1/657-1/658-1/659-1/660-1/661-1/662-1/663-1/664-1/665-1/666-1/667-1/668-1/669-1/670-1/671-1/672-1/673-1/674-1/675-1/676-1/677-1/678-1/679-1/680-1/681-1/682-1/683-1/684-1/685-1/686-1/687-1/688-1/689-1/690-1/691-1/692-1/693-1/694-1/695-1/696-1/697-1/698-1/699-1/700-1/701-1/702-1/703-1/704-1/705-1/706-1/707-1/708-1/709-1/710-1/711-1/712-1/713-1/714-1/715-1/716-1/717-1/718-1/719-1/720-1/721-1/722-1/723-1/724-1/725-1/726-1/727-1/728-1/729-1/730-1/731-1/732-1/733-1/734-1/735-1/736-1/737-1/738-1/739-1/740-1/741-1/742-1/743-1/744-1/745-1/746-1/747-1/748-1/749-1/750-1/751-1/752-1/753-1/754-1/755-1/756-1/757-1/758-1/759-1/760-1/761-1/762-1/763-1/764-1/765-1/766-1/767-1/768-1/769-1/770-1/771-1/772-1/773-1/774-1/775-1/776-1/777-1/778-1/779-1/780-1/781-1/782-1/783-1/784-1/785-1/786-1/787-1/788-1/789-1/790-1/791-1/792-1/793-1/794-1/795-1/796-1/797-1/798-1/799-1/800-1/801-1/802-1/803-1/804-1/805-1/806-1/807-1/808-1/809-1/810-1/811-1/812-1/813-1/814-1/815-1/816-1/817-1/818-1/819-1/820-1/821-1/822-1/823-1/824-1/825-1/826-1/827-1/828-1/829-1/830-1/831-1/832-1/833-1/834-1/835-1/836-1/837-1/838-1/839-1/840-1/841-1/842-1/843-1/844-1/845-1/846-1/847-1/848-1/849-1/850-1/851-1/852-1/853-1/854-1/855-1/856-1/857-1/858-1/859-1/860-1/861-1/862-1/863-1/864-1/865-1/866-1/867-1/868-1/869-1/870-1/871-1/872-1/873-1/874-1/875-1/876-1/877-1/878-1/879-1/880-1/881-1/882-1/883-1/884-1/885-1/886-1/887-1/888-1/889-1/890-1/891-1/892-1/893-1/894-1/895-1/896-1/897-1/898-1/899-1/900-1/901-1/902-1/903-1/904-1/905-1/906-1/907-1/908-1/909-1/910-1/911-1/912-1/913-1/914-1/915-1/916-1/917-1/918-1/919-1/920-1/921-1/922-1/923-1/924-1/925-1/926-1/927-1/928-1/929-1/930-1/931-1/932-1/933-1/934-1/935-1/936-1/937-1/938-1/939-1/940-1/941-1/942-1/943-1/944-1/945-1/946-1/947-1/948-1/949-1/950-1/951-1/952-1/953-1/954-1/955-1/956-1/957-1/958-1/959-1/960-1/961-1/962-1/963-1/964-1/965-1/966-1/967-1/968-1/969-1/970-1/971-1/972-1/973-1/974-1/975-1/976-1/977-1/978-1/979-1/980-1/981-1/982-1/983-1/984-1/985-1/986-1/987-1/988-1/989-1/990-1/991-1/992-1/993-1/994-1/995-1/996-1/997-1/998-1/999-1/1000-1/1001-1/1002-1/1003-1/1004-1/1005-1/1006-1/1007-1/1008-1/1009-1/1010-1/1011-1/1012-1/1013-1/1014-1/1015-1/1016-1/1017-1/1018-1/1019-1/1020-1/1021-1/1022-1/1023-1/1024-1/1025-1/1026-1/1027-1/1028-1/1029-1/1030-1/1031-1/1032-1/1033-1/1034-1/1035-1/1036-1/1037-1/1038-1/1039-1/1040-1/1041-1/1042-1/1043-1/1044-1/1045-1/1046-1/1

MOTORISTS THIS IS YOUR PAGE

THE MONTE CARLO RALLY

D. M. Healey's Invicta Wins General Classification.

BRITISH SUCCESSES.

Monte Carlo, Jan. 21. This morning Monte Carlo donned its most brilliant gala attire. A warm sun shone from an azure-blue sky on to an indigo-blue sea; on the imposing mass of rock splashed with every tint from grey to vermilion; flags of every nation, flowers of every hue; deep green orange groves bedecked with balls of yellow—all these contributed to the scene of enchantment. Nature and art had prepared for the Rally competitors, writes W. F. Bradley, Continental Correspondent to The Autocar.

As early as eight o'clock on this summer-like January morning mud-covered cars carrying unshaved, often unwashed and sleep-weary travellers, could be found in the streets of the old town of Monaco. Not until ten o'clock could they pass through the control leading to the harbour front, thus officially recording the completion of their journey, which, in many cases, had begun on the previous Friday morning at such distant points as Athens, or Amsterdam, Tallinn or Lisbon, John o' Groats or Jassy. For five days these men and women had battled with mud and rain, snow and ice, fog and cold. Some had refused to go to bed, fearing that they would never be aroused again if they slipped between a pair of sheets; some had relied on an occasional bath and good meals to invigorate them; and some appeared to have been strangers to both water and food.

Quite apart from any freaks the weather might play, it was going to be strenuous. For the first time competitors gave really serious thought to Athens, 2,344 miles from Monte Carlo, and the most distant point from which a start could be made, while several of the British contingent decided to abandon John o' Groats for Stavanger, in Norway, thus increasing their mileage from 1,837 to 2,260, with a consequent increase of points possible for distance covered.

By starting from Athens a competitor could gain one and one-tenth more points than if he selected Stavanger. But the trail from Athens, through Salonica, Sofia, Budapest, and Vienna, had never been covered under Rally conditions, whereas the route from Stavanger was practicable, with much effort, unless, of course, a blizzard happened to sweep across the country the night before the start, or if there was a quick change from rain to hard frost; but these were the hazards of the game which might be met by any competitor.

Despite the risk, fourteen of them announced their intention of blazing a trail through the wilds of the Balkans. Only seven of them, however, succeeded in reaching Athens in time for the official start. Among those who realised the impossibility of the task on the outward journey was Robert Senechal, driving an eight-cylinder Delage.

Andre Boillot, the racing driver, on a 1,000 c.c. Peugeot; Jacques Bignan, the Rally winner in 1928, on a six-cylinder Fiat; Engineer Moccia, also on a Fiat; Henri Stoffel, a French racing driver, on a Chrysler; Hector Petit, last year's winner, on a Renault; R. T. Richard, on a Morris; and J. M. de Gomez, on a La Salle, were the seven who had their road books signed in the Greek capital, and set forth with the hope of reaching Monte Carlo. Three others—Count Urdariano, on a Fiat; P. Castella, on a Mathis; and C. W. Andrea with a Brennabor, unable to reach Athens—were allowed to start from Salonica or Belgrade.

As we basked in the sunshine at Monte Carlo, we followed the competitors' progress by means of telegrams received from the control stations en route. Salonica reported the arrival of the seven and the departure of two more—a Fiat and a Mathis. Three hundred and fifty-odd miles of the route had been covered. The two hundred miles of "road" to Sofia reduced the nine to five—Boillot's Peugeot, Moccia's Fiat, Bignan's Fiat, Stoffel with the Chrysler, and Urdariano's Fiat. The Brennabor and the Morris, the La Salle and the Renault were firmly embedded in the mud and mire. Two hundred and sixty miles more to Belgrade, and the group had been reduced to three—Boillot, Bignan, and Moccia. At Budapest they were but two—Boillot and Bignan. They passed through Vienna on time, drove across Austria, entered Germany and were checked in at Munich.

A Real "Dog-Fight." Sipping coffee under a sunshade on the Condamine, we tilted back our chairs and remarked, "Now that they have finished their mud-plugging and have only the good, hard highways of Germany and France in front of them, we are going to see a real dog-fight between this pair from the Near East and the international group from Norway, and the fight will be won by fractions of a point." Then Munich reported that Andre Boillot, who as a preliminary training had driven from Algiers across the Sahara to the Gold Coast and back again in record time, was too exhausted to continue. Then an equivocal message was received from Strasbourg regarding Bignan, and instead of his time being written in ink, it was scribbled on the score-board in pencil, with a questionmark behind it.

With the collapse of the Athens group attention was directed towards the Stavanger contingent, with all the more interest, since, of the twenty-one starters from the Norwegian town, twelve of the crews were British, and most of them had British cars. From other points there was no serious competition for the actual victory.

Only five had started from Jassy, in Roumania. Seven started from Lwow, in Poland, only to meet with insurmountable difficulties. Of the nine who had hoped to make Tallinn their jumping-off point, only one could reach this town on the Baltic, while Riga and Koenigsberg, to which they reverted, were too near to give them a chance of winning.

The John o' Groats group numbered twenty-one, the only absentee from the official entry list being J. F. Sutherland on a Riley and C. A. Lundy's Rolls-Royce. The distance of 1,837 miles to Monte Carlo was not sufficient in the circumstances for them to aspire to first prize, this group really holding a competition among themselves.

With increasing interest we followed the progress of the thirty from Stavanger. A few had failed to reach that town, among them the Bugatti race driver, Louis Chiron, who was held back in Paris by influenza, then raced northward, "doping" himself with quinine and cognac, only to reach Oslo and be allowed to start from there "sous toutes reserves." Two or three others were either too late or too exhausted to get to Stavanger, and although they eventually set out from Oslo, they were disqualified.

E. de Thuisy's Rally was unable to get any farther than Christian-sburg; Mrs. M. Vaughan's Riley dropped out at Helsingborg, in company with a Citroen; J. W. Austin's Ford was left behind at Oslo and M. Blin d'Orimont's Bugatti had to be abandoned in the same town. Dr. Jamot's Renault and M. Zeeck's Austro Daimler could not get beyond Copenhagen, thus reducing the original contingent to nearly half by the time the main continent was reached. The conditions in Norway and Sweden were not at all insurmountable, but they called for real pluck and determination on the part of all the crews.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

No Official Credit. Officially, the Fiat was entitled to no credit for its marvellous performance. Bignan, a burly, phlegmatic French, who used to be a car manufacturer and is now a Fiat agent in Paris, brought with him a letter from Strasbourg declaring that he had been met at the gates of that town by a commissaire, who had given him the address of last year's control station and caused him to check in five minutes after closing time. The car itself told the story of the almost unimaginable difficulties encountered. There was an inch gap between the bonnet and scuttle, the doors were agape, the safety glass had been cracked through the twisting of the frame, the radiator and the spare petrol tank were leaking, the front wheels were out of alignment, the layer of mud made it impossible even to hint at the original colour of the car, while even the engine looked as if it had been buried underground.

Despite all this, Bignan and his companions set about preparing the car for the final acceleration and brake tests. The Fiat engine had a blower on the opposite side to the carburettor intended to be driven by chain from the crankshaft. The chain was fitted, the carburettor removed and connection made from the supercharger to the intake manifold. Thus transformed the car was allowed to run for the acceleration and brake tests and was then eliminated; the committee ruling that no allowance could be made for the five minutes lost at Strasbourg.

Apparently unmoved by the decision Bignan stated that he was convinced the Athens journey would not be repeated for a long time. First, the crew had found mud and water, then clay so heavy that when they became embedded an ox team broke three stout chains before succeeding in dragging them out. Germany and Austria presented an unbroken sheet of ice on which seven sets of chains were used up. Although they had had no sleep for five days and nights it was impossible to maintain the required average.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

When the Monte Carlo control was thrown open at 10 o'clock on the Wednesday more than thirty competitors were ready to pass before the time-keeper. Among them was a car and crew so travel-weary and mud-coated as to be hardly recognisable. It was Jacques Bignan's Fiat, the only one of the seven starters from Athens to reach Monte Carlo, and, indeed, the only car to travel across this stretch of country under Rally conditions.

A REMARKABLE TYRE INVENTION

THE EXCLUSIVE NEW

AIR-FLIGHT

PRINCIPLE TYRES BY

FIISK

MEANS MORE

mileage

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:

GILMAN & CO., LTD.

H.K. Bank Building.

Telephone 28011



Time To Retire GET A FISK! TRADE MARK REG. U.S. PAT. OFF.

CHRYSLER

What Chrysler claims—
Chrysler does!

Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

it's results, not promises; performance, not claims.

Take your ride in a Chrysler and sense that very definite something which makes a Chrysler a Chrysler . . . that something which is so different, so much more thrilling . . . that something which inspires a pride of ownership all its own.

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484 - 486, QUEEN'S ROAD, WEST.

TEL. 25674.

They Are Here!

1931

B.S.A

Motor Cycles.

THE MACHINES OF PROVED

POWER
SPEED
SILENCE
SAFETY
ECONOMY
RELIABILITY

Hire Purchase Arranged.

SINCERE'S

Sole Agents

(Continued on Page 11.)

THE MONTE CARLO RALLY

(Continued from Page 10.)

for in applying the brakes, and comparatively few of the drivers appeared to have had this practice.

Spotting the Winners.

At the start of the acceleration and brake tests practically all the cars from Stavanger were equal, and the winner was looked for among Invicta, Lagonda, Bugatti and Lorraine. The best aggregate performance, however, was that of D. M. Healey's open sports Invicta, which secured a total in the whole Rally of 255-250 points.

Among the John J. Groat group there was the same competition as among the Stavanger cars, for N. Black's four-seater M.G. Six speed model defeated C. A. Cochran's luxurious Talbot saloon by as narrow a margin as seven-hundredths of a point.

In the 1,100 c.c. class the competition lay between V. E. Leverett's Riley saloon and M. de Lavallete's Peugeot saloon. Mme. Jeanne's Rosengart (the French edition of the Austin Seven) was handicapped, naturally, by reason of its small piston displacement. Leverett's acceleration was particularly good, with the result that he scored over the Peugeot by the comparatively big margin of 1.03 points.

It is interesting that while Healey's Invicta put up the best all-round performance, it was bettered on the speed over the last ten metres and in the brake test by T. C. Mann's Lagonda. The Invicta covered the 250 metres in .15 seconds; its time for last 10 metres, at speed, was 0.48 sec., and the time for the next 10 metres on the brakes was 0.69 sec., giving a total in all of 8.87 points. The Lagonda was not quite so good on the acceleration, for it occupied 15.4 sec. for the speed run. It was running at a higher speed at the end, however, for it occupied only 0.38 sec. for the last ten metres; and its braking showed up better, for it took 0.76 sec. to cover the last ten metres, during which the brakes were applied.

Wimille's Lorraine lost on acceleration; its speed at the end was equal to that of the Invicta, and its brakes were the best of the first three cars in this test, for it occupied 0.83 sec. in covering the braking stretch, the final result

being one-hundredth of a point less than was gained by the Invicta. Another good performance was that of Black's M.G., which was good on acceleration, lost a little on brakes, and secured a total of 8 points. Cochran's Talbot saloon was better on brakes, but by reason of slower acceleration lost on the total count by seven-hundredths of a point.

Seven Out Of Twelve! Lord de Clifford's Lagonda was rather disappointing in acceleration; it was very good on the brakes, being equal to the Talbot and only slightly below the Lorraine, but its final position was only eighth, with 6.73 points. Of the first twelve cars in the acceleration and brake tests, the winner and six others are British. The best American cars, Graham, Chrysler, Buick and Oakland, all came after the British machines in the matter of acceleration. It is only fair to point out, however, that the Graham brakes were particularly good. While from a practical viewpoint these tests may be open to much criticism, they are of real scientific value and were rendered possible only by the use of the electro-mechanical timing device.

Thus a triple victory for British cars and drivers is the magnificent net result of the Rally, the world's greatest competition of its type for passenger cars running under severe long-distance winter conditions.

In the class for cars of more than 1,100 c.c. carrying four passengers or their equivalent weight, Healey's Invicta carried all before it by winning the International Sporting Club Cup, Le Journal Challenge Cup, and the Norwegian Automobile Club Cup. The Riley saloon driven by V. E. Leverett and G. F. Denison won in the 1,100 c.c. class, by coming from Stavanger at an average of rather more than 35 k.p.h. Finally, in the comfort competition, the Grand Prix d'Honneur—the highest award—was secured by S. C. H. Davis' Armstrong Siddeley, while a British car won first prize in each of the six classes.

Out of 149 entries, some 120 competitors started for Monte Carlo and 62 reached that town. The big proportion of retirements

was due to the fact that, in order to increase their chances, many people went farther afield than usual, and were unable to reach their starting points.

An outstanding feature was the wonderful performance of the small cars of less than 1,100 c.c., most of which covered the same distances as the big machines. Of the eighteen small cars to reach Monte Carlo eight were of British construction.

On the Saturday twenty-nine of the competitors took part in a timed climb up the famous Monte des Mules, an affair which is open only to the Rally cars, but does not form part of the event in regard to the general classification.

The course, as is well known, is particularly sinuous, and therefore exciting, the timed section being over a distance of three kilometres. There was a big crowd of spectators, and the organisation was excellent.

Healey, on the triumphant Invicta, put up the best time of the day, covering the measured distance in 3 mins. 20/15 secs., equivalent to 33 k.p.h., though he did not beat the record for the hill, which stands to the credit of a three-litre Bugatti driven by Velitchevitch during last year's Rally climb.

In the various classes a B.M.W. won the 750 c.c. section, Bart's Riley put up the best time in the 1,100's, with a time of 3 min. 35 sec., Mortimer Montgomery's M.G. being second in the class. Grubb's Chenard-Walcker won the 1,500 c.c. class, Mann's Lagonda the two-litres, and Mme. Schell's Bugatti the three-litre section, Black's M.G. being second, and Davis' Armstrong Siddeley third in that class. The Invicta of course, had the best time of the five-litres, with Wimille's Lorraine second. In the biggest class of all Sprenger van Eijk's Graham clocked 3 min. 55 sec.

Awards. International Sporting Club Cup.—D. M. Healey (Invicta). Riviera Cup.—V. E. Leverett (Riley).

Le Journal Challenge.—D. M. Healey (Invicta).

L'Illustration Automobile Cup.—1. D. M. Healey (Invicta); 2. J. P. Wimille (Lorraine); 3. L. Schell (Bugatti).

Prince Ghika Challenge.—M. Cristea (Dodge Bros.). Coupe des Dames.—Lady E. Jardine (Lancia).

Mediterranean Cup.—Madame D. Jeanne (Rosengart). Barclay's Bank Cup.—N. Black (M.G.).

Condamine Cup.—T. C. Mann (Lagonda).

Norwegian Automobile Club Cup.—D. M. Healey (Invicta).

Ford Cup.—A. Johansen (Ford). Comfort Competition.

Grand Prix d'Honneur.—S. C. H. Davis (Armstrong Siddeley).

Originality Prize.—F. H. B. Samuelson (M. G. Midget).

Open Cars (1,100 c.c.).—1. K. W. B. Sanderson (Riley); 2. F. Mortimer Montgomery (M.G.); 3. D. E. M. Douglas-Morris (Triumph).

Closed Cars (1,100 c.c.).—1. F. H. B. Samuelson (M.G. Midget); 2. F. De Ribeiro Ferreira (M.G. Midget).

Cars Over 1,100 c.c.

Open Cars.—1. Lord de Clifford (Lagonda); 2. T. C. Mann (Lagonda).

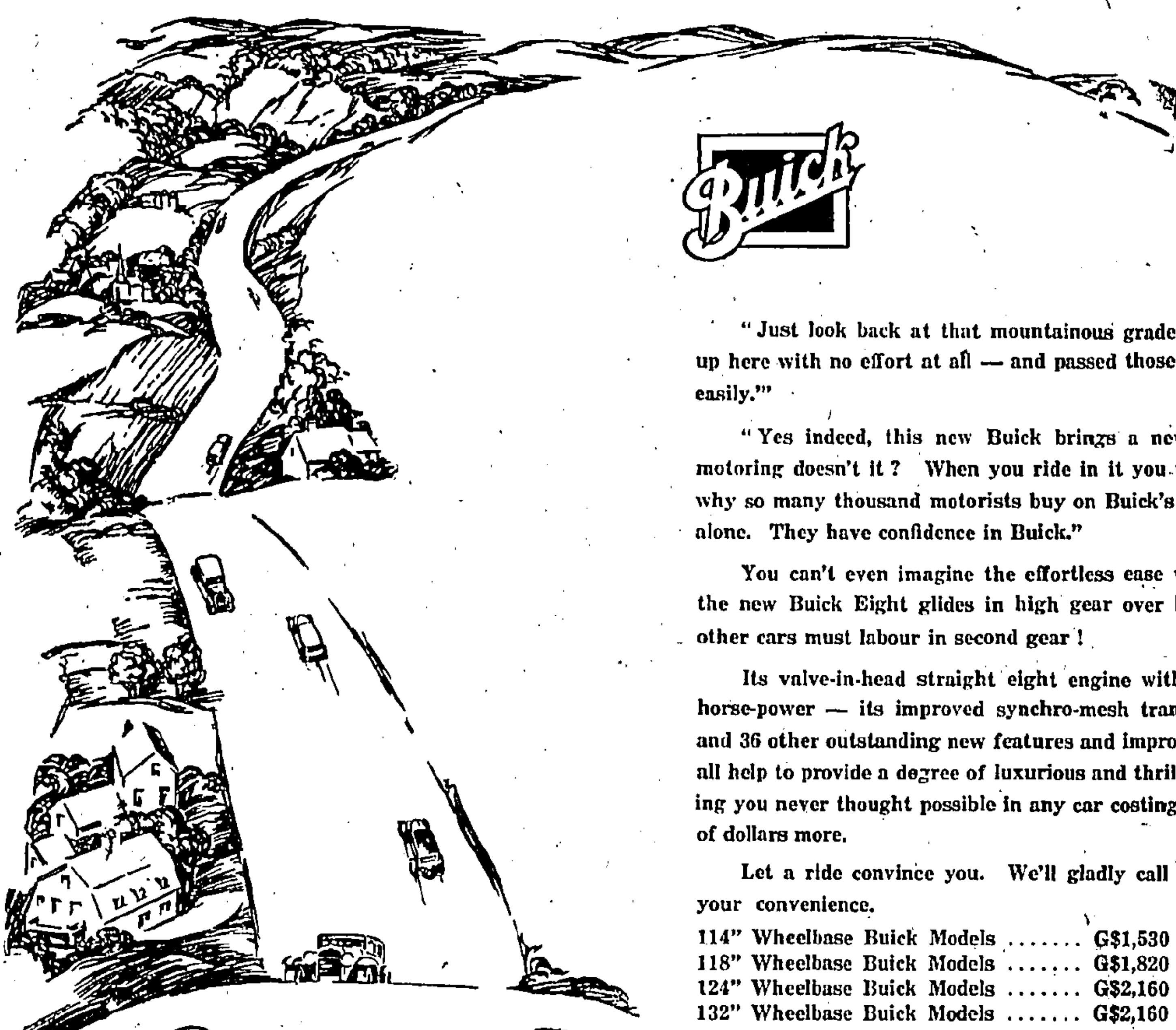
Closed Cars.—1. S. C. H. Davis (Armstrong Siddeley); 2. A. H. Pass (Sunbeam); 3. S. Harris (Rolls-Royce); 4. H. B. Browning (Sunbeam); 5. J. J. Sprenger van Eijk (Graham).

HOME LEGISLATION.

More Rules for Motorists!

Remarking that, under the powers conferred on him by the Road Traffic Act, the Minister of Transport has lost no time in producing new Rules and Orders, The Light Car and Cyclecar goes on to say:—Perhaps mass-produced legislation of this kind is capable of serving a useful purpose, but we find it very hard to believe that motorists will be able to assimilate the enormous number of new rules and regulations which are being thrust upon them, and we question equally whether it will be within the capacity of the police force to absorb them sufficiently to be able to administer them.

In matters of detail there will be many items of the new Regulations to which motorists will take exception. Why has the Minister of Transport thought it necessary to make it compulsory for a man to stop his engine if he leaves the car even momentarily, for example, to slip a letter into a pillar-box? Drivers feel unenthusiastic, too, about being compelled to use safety glass in the windscreen, to carry a driving mirror and to have mudguards fitted. What harm does it do if a man who has crumpled a front wing retains his car in use whilst the wing is in the hands of the panel beater for a day or two?



"Just look back at that mountainous grade. We flew up here with no effort at all — and passed those other cars easily."

"Yes indeed, this new Buick brings a new thrill to motoring doesn't it? When you ride in it you understand why so many thousand motorists buy on Buick's reputation alone. They have confidence in Buick."

You can't even imagine the effortless ease with which the new Buick Eight glides in high gear over hills where other cars must labour in second gear!

Its valve-in-head straight eight engine with increased horse-power — its improved synchro-mesh transmission — and 36 other outstanding new features and improvements — all help to provide a degree of luxurious and thrilling motoring you never thought possible in any car costing thousands of dollars more.

Let a ride convince you. We'll gladly call for you at your convenience.

114" Wheelbase Buick Models	G\$1,530 to G\$1,655
118" Wheelbase Buick Models	G\$1,820 to G\$1,930
124" Wheelbase Buick Models	G\$2,160 to G\$2,195
132" Wheelbase Buick Models	G\$2,160 to G\$2,705

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The
BUICK 8
The Eight with
Buick's Prestige

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24769.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 50233.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22235.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTOR INDUSTRY.

Upward Trend of Sales Forecast.

Last year was one of the worst the motor-car industry has ever experienced, writes the Ford Motor Co., there being a general decrease in sales. The total production in the United States for 1930 was 38 per cent. below the record year of 1929 and two per cent. less than 1927.

According to the American Statistical Association the trend of automobile sales will be upward in 1931, and production will be somewhat greater than in 1930. The year 1932 will show the largest production of automobiles in the history of the industry, with the possible exception of 1929, and the automobile business will, in the future, make a greater contribution to industrial activities than it has ever done in the past.

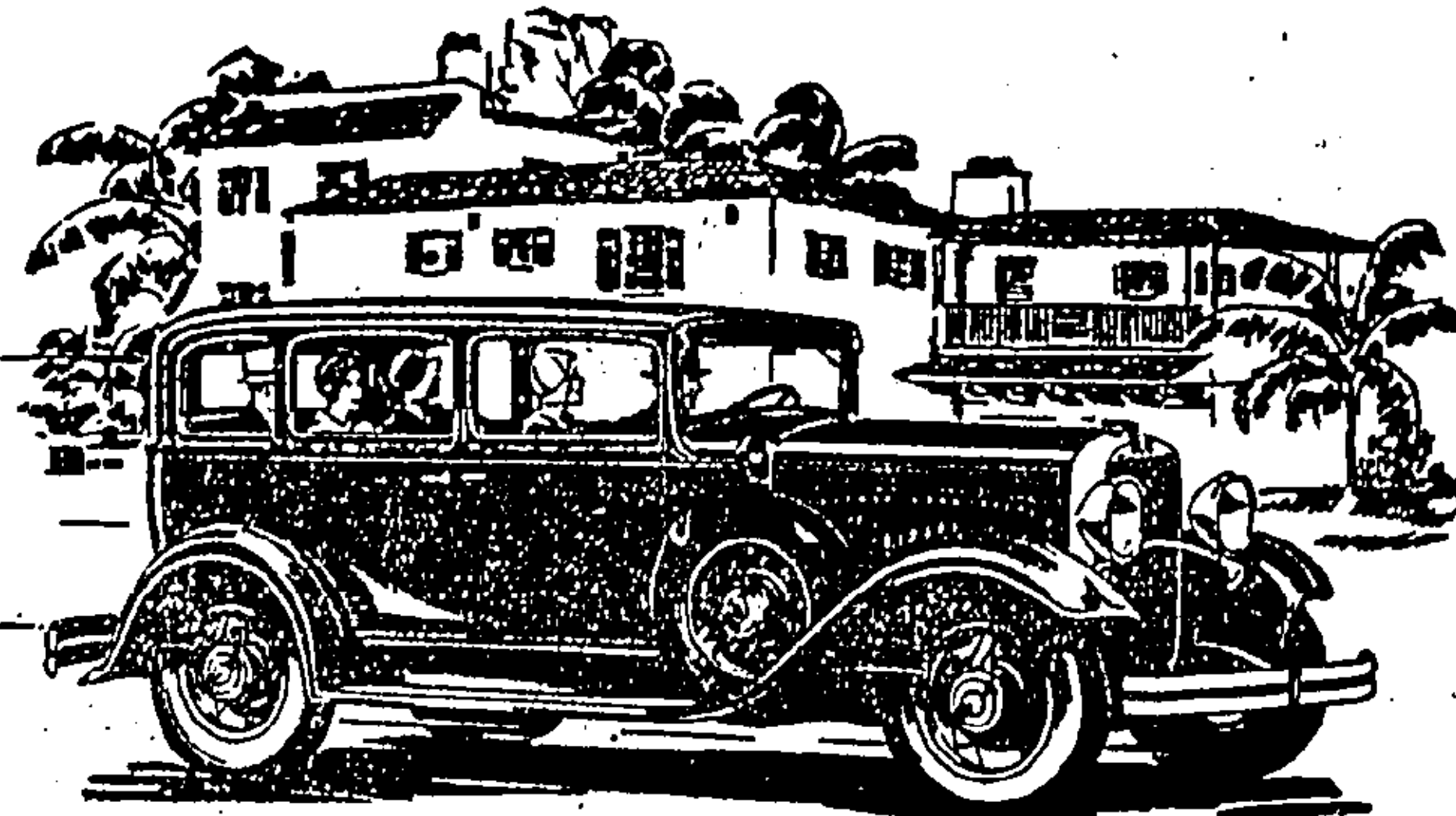
By 1940, the Association asserts, the number of cars in use will have reached approximately 32,350,000, and their maintenance will be a business of itself, with a volume exceeding more than \$1,250,000,000 per year. Statistics show a three-years cycle of low production, these years being 1918, 1921, 1924, 1927 and 1930. It is forecast that normal production will be reached about September, 1931. During 1930, dealers' inventories were reduced by more than 25 per cent. placing the trade generally in an advantageous position to start off the present year. If the forecast that by 1940 there will be 32,350,000 cars in use is correct, it means that in the next ten years there will be manufactured and sold 50,000,000 vehicles.

\$100 MOTOR CARS.

It is very interesting, but rather dangerous to one's reputation as an accurate prophet, to endeavour to forecast what we shall see at the Motor Show next October. One thing is certain, in my opinion, and that is that Sir William Morris, who scored the first century in the price field, will not be allowed to rest on his well-earned laurels. I fully expect to see his \$100 two-seater challenged by other makers before the year is out, and with the possible addition of attractions of a lower tax and seating accommodation for more than two—"Focus" in The Light Car and Cyclecar.

A DEPENDABLE EIGHT

luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

DODGE BROTHERS

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

SPACIOUS FIREPROOF GARAGE
STORAGE, CAR WASHING &
POLISHING
(Service Day and Night)
AT VERY LOW RATES
MECHANICAL REPAIRS BY
EXPERT ENGINEERS.
Motor Accessories, Spare Parts,
Gasoline & Oils.
THE NATHAN GARAGE
Wing Lock Building,
Nathan Road, Kowloon.
Telephone 56948.

China Mail

Thursday, March 19, 1931.
Second Moon, 1st Day.

ESTABLISHED
1845

大英三月十九號 禮拜四
中華民國辛未年二月初一日

HONG KONG, THURSDAY, MARCH 19, 1931.

QUIN CIN

Universally recommended for
N ASAL CATARRH
C OLD IN THE HEAD
I nstant Relief
N ever be without it

THE PHARMACY
Asiatic Building. Tel. 20345.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"AUTOLYCUS" 31st Mar. For M'les. Creablan, London,
Hottelam, Hamburg and Glasgow
"HECTOR" 16th Apr. For M'les. L'don, R'dam and Glasgow

LIVERPOOL SERVICE

"FERRYLOUGH" 29th Mar. For M'les. Havre, Tripoli, L'pool & G'gow
"TRINISIAN" 20th Apr. For M'les. Havre, L'pool & G'gow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"IXION" 9th Apr. For Victoria, Vancouver & Seattle
"TYNDAREUS" 2nd May For Victoria, Vancouver & Seattle

INWARD SERVICE.

"ANOHIS" Due 24th Mar. For Shanghai, Moji, Kobe & Yokohama
"CALCHAS" Due 28th Mar. For Shanghai, Moji, Kobe & Yokohama
Otaru and Vladivostok

PASSENGER SERVICE.

"AENEAS" Sails 7th Apr. For S'hai, T'iao, Taku and Dairen
"HECTOR" Sails 15th Apr. For S'hai, T'iao, Taku and Dairen

Also cargo steamers with limited passenger accommodation at
specially reduced fares.

For freight, passage rates and information apply to:-

Butterfield & Swire,

AMERICAN MANAGER SENT TO JAIL.

Report Causes Anger
in New York.

SUIT FOR COMMISSION.

New York, Yesterday.
Indignation has been caused here by a report from Santiago de Chile that the General Manager in Chile of General Motors Acceptance Corporation, Mr. L. K. Bethune, has been sent to prison in connection with a suit against the Corporation by local motor car agents claiming \$45,000 commission for cars alleged to have been sold, and the fact that the United States Ambassador was twice refused permission to visit him.—Reuter's American Service.

"LABOUR ARMY."

AUSTRALIAN PLAN TO DEFEND IDEALS.

COMBATING OPPOSITION.

Sydney, Yesterday.
The creation of a great "Labour army" to defend Labour's ideals has been decided by the Metropolitan Labour Conference, which decided to organise District Councils throughout the country in order to combat the anti-Labour forces.—Reuter.

ARM TORN OFF.

TERRIBLE FATE OF BALKAN ARMY OFFICER.

DIED OF INJURIES.

Belgrade, Yesterday.
Major Rekelov, one of whose arms was torn off in the bomb explosion yesterday, died this morning.—Reuter.

ARMY RENEGADE.

APPEAL TO KING ALFONSO FOR CLEMENCY.

SENTENCE COMMUTED.

Madrid, Yesterday.
In reply to Pressmen, the Minister of Justice stated that in response to a telephone message to London, asking clemency for Captain Sediles, King Alfonso had given an assurance that he would sign a decree commuting the death sentence as soon as he returned to Spain.

Bishop's Protest.

Madrid, later.
The death sentence on Captain Sediles has been the signal for demonstrations in many parts of Spain, especially among students. The disturbances in the centre of

BRAZEN THIEF.

WEARS STOLEN OVERCOAT
IN COURT.

THEFT FROM A FRIEND.

An unusual incident was related to Mr. Schofield in the Central Police Court this morning by Inspector J. R. MacWalter, when a Chinese was charged with the larceny of an overcoat, the property of a Chinese motor driver, at 531, Queen's Road West. Accused pleaded guilty.

It was stated that accused stole the overcoat whilst its owner was asleep on Tuesday night, and was seen wearing it in the Court yesterday morning. He was pointed out to the Police and, after being enticed out of Court, was arrested. "He was an ex-motor driver," said Inspector MacWalter, "but he had his licence cancelled because of a bad record; and now he has taken to stealing from his friends." Sentence of two months' hard labour was passed.

ASSAULT ON POLICE?

ALLEGATION AGAINST A.P.C. WATCHMAN.

To-day Mit Singh, a watchman employed by the Asiatic Petroleum Company, was brought before Mr. Schofield in the Central Police Court on a charge of having assaulted Lance-Sergeant M. Flaherty in Leighton Hill Road yesterday. Mr. M. A. da Silva appeared for the accused and entered a plea of not guilty, adding that there was a witness for the defence.

His Worship fixed the hearing for Monday at 2.15 p.m., accused being allowed bail in the sum of \$100.

MERCANTILE BANK.

The local branch of the Mercantile Bank of India, Limited, has received a telegram from the Head Office in London advising that at the annual general meeting of the shareholders a final dividend of 8 per cent on the "A" "B" and "C" shares will be declared (making 16 per cent for the year less Income-tax); £20,000 to be placed to reserve (raising it to £1,500,000); £10,000 written off landed and house property; £165,000 carried forward to 1931 account.

Madrid were so serious that the Police several times charged the crowd.

All shops closed at Jaca, where a procession, headed by the Bishop and Mayor, and Municipal Councilors, marched through the streets carrying placards demanding a pardon for Sediles. Students demonstrated in Santiago, where all shops were closed.—Reuter.

LATVIAN MINERS ON STRIKE.

Protest Against Housing Conditions.

STRINGENT MEASURES.

Riga, Yesterday.
In spite of regulations forbidding workers to leave their posts at present, 10,000 miners have "deserted" the mines in the Donetz Basin during the last eight weeks, chiefly owing to the deplorable housing and feeding conditions. More stringent measures against desertion are consequently being enforced, while an improvement of the housing and feeding has also been ordered.—Reuter.

SUGAR EXPORTS.

DUTCH EAST INDIES AGREE TO RESTRICTION.

APPROVAL OF BILL.

Batavia, Yesterday.
The People's Council have approved by 13 votes to five, the Government Bill for the temporary restriction of sugar exports.—Reuter.

FLIGHT TO JAPAN.

FRENCH AIRMEN LEAVE SHANGHAI.

Shanghai, Yesterday.
The French aviators, Burtin and Moench, hopped off at 5.30 a.m. for Japan.

Earlier News.

The French aviators, Burtin and Moench, arrived at the Hungjao aerodrome at 3 p.m. and will probably remain here two or three days before taking off for Japan.—Reuter.

ACCIDENTS AT BUILDINGS.

Yiu Ho (39) a female earth cooler, suffered injuries to her head and shoulder yesterday, as the result of accidentally falling from a plank, which had been erected between the first floor and the scaffolding of a house under construction in Fleming Road, Wanchai. She was removed to the Government Civil Hospital for treatment.

Falling from a height of 14 feet off a wall at 109 Robinson Road, whilst engaged in carrying building materials, Ko Po (48), an earth cooler, was killed instantaneously. The body was conveyed to the Public Mortuary.

CENTRAL THEATRE

TO-DAY TO SATURDAY
At 2.30, 5.10, 7.10 & 9.20 p.m.

REFRESHING — STIMULATING — ENTERTAINING

He Loves With
A Laugh!
and the
ladies
like it!



ADOLPHE MENJOU
in
"Fashions in Love"
A Paramount Picture

He
TALKS
and
SINGS!

STARTING SUNDAY

RICHARD DIX

The Love Doctor
A Paramount Picture

ACTION — LOVE — LAUGHS

Booking at Anderson's & the Theatre (Tel. 25720).

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, Business Manager, at 24, Wyndham Street, Hong Kong.



Don't let a Cough
Torture you — take

'RESIVAL'



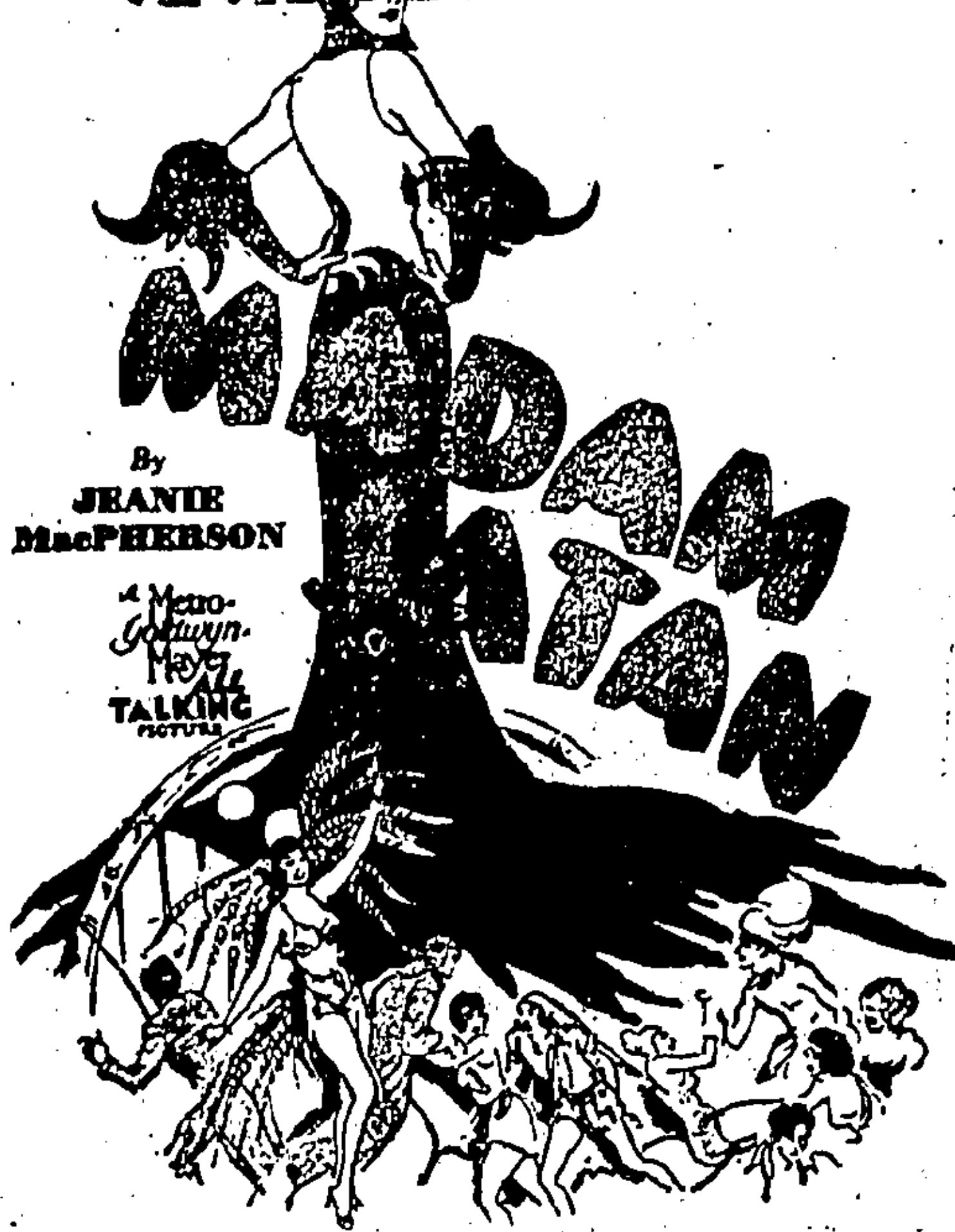
MAJESTIC THEATRE

TO-DAY TO SATURDAY

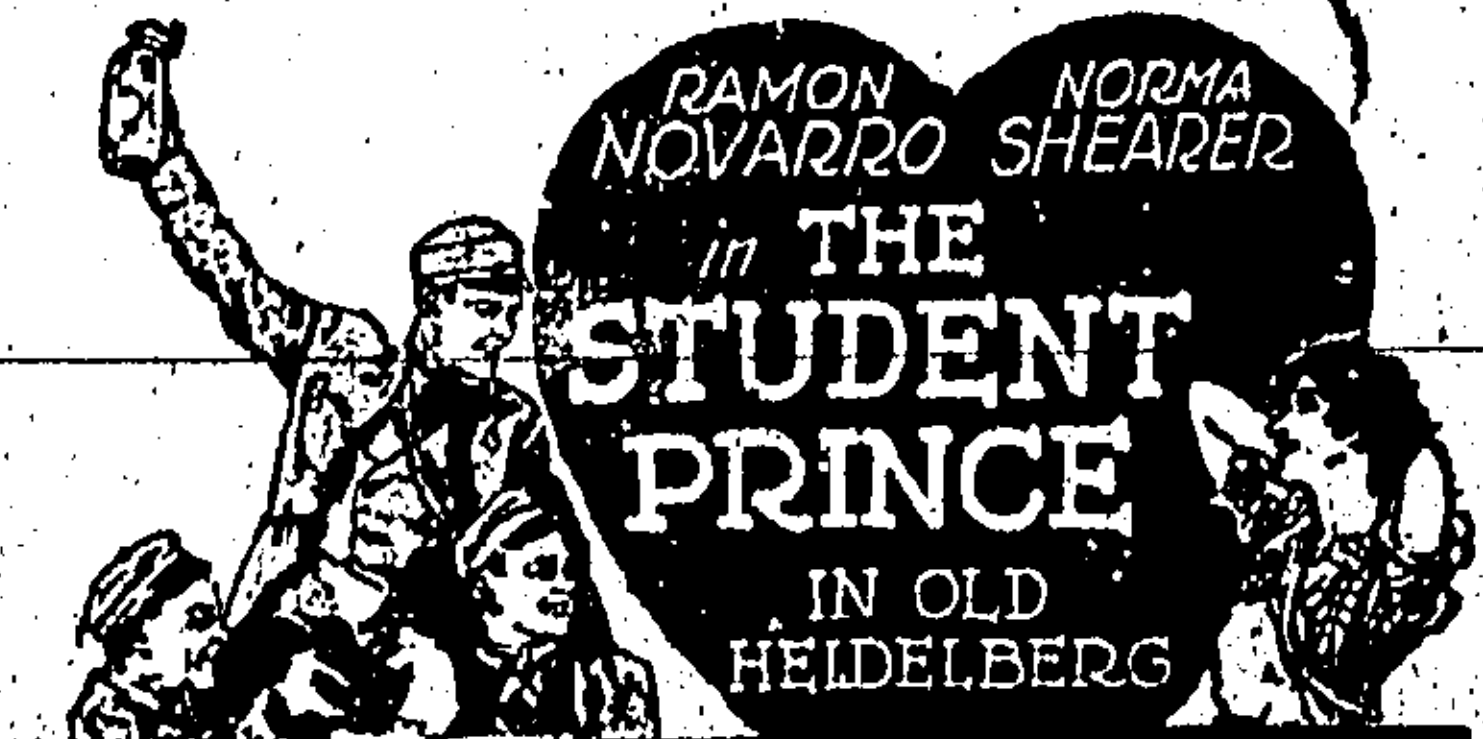
HUSBAND OR LOVER?

She tricked him into marriage because she loved him. She tricked him OUT of marriage because two couldn't LOVE on \$40 a week. An intensely human everyday story of everyday life for everybody.

CECIL B. DE MILLE



With
KAY JOHNSON — REGINALD DENNY
A Cecil B. de Mille Masterpiece.



AT THE STAR TO-DAY TO SATURDAY
AT 5.30 & 9.20.